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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXII.

CHICAGO, ILLINOIS, JANUARY 15, 1904.

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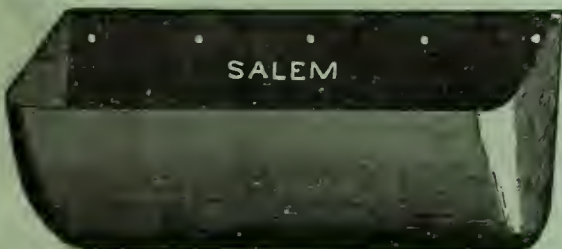


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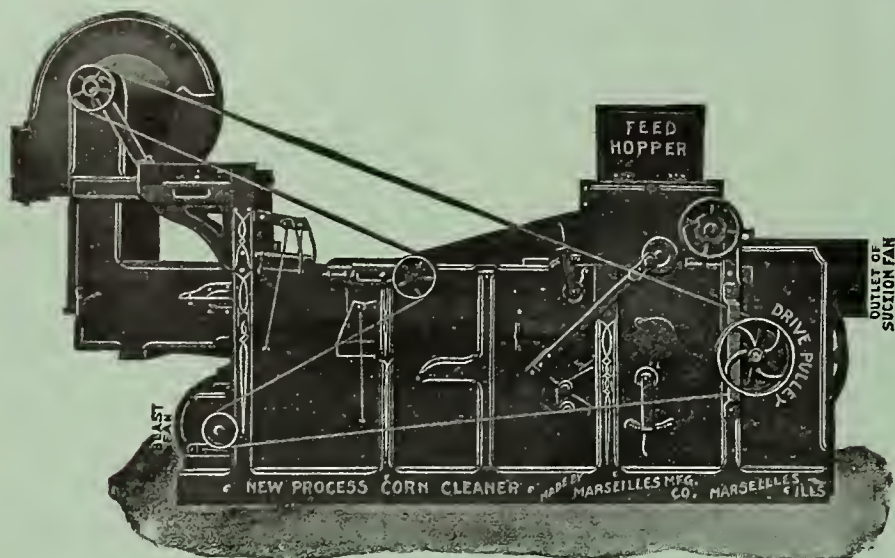
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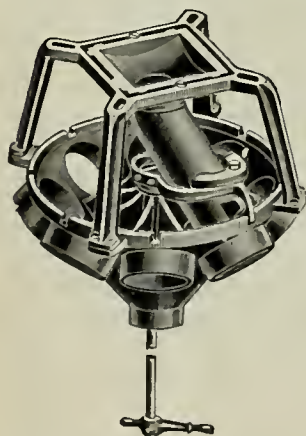
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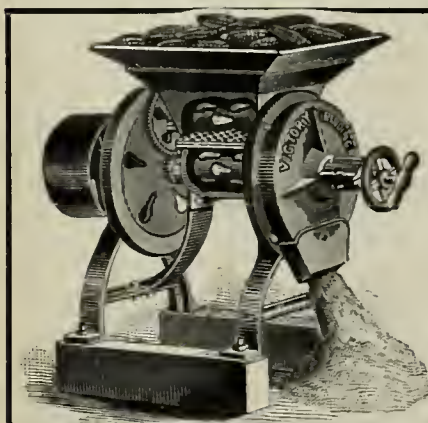
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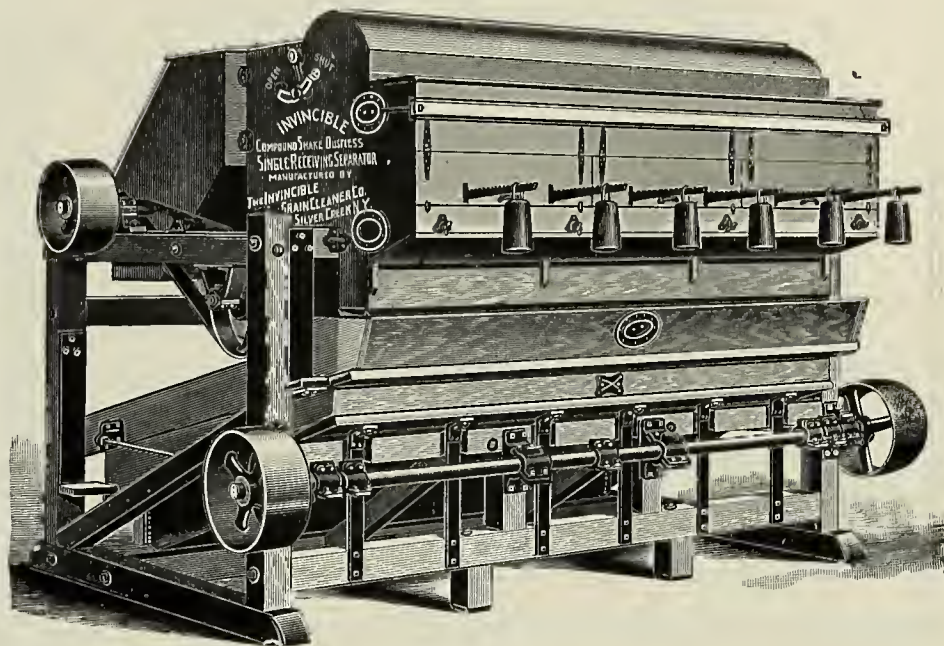
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They never shake the building but stand as steady as a rock.

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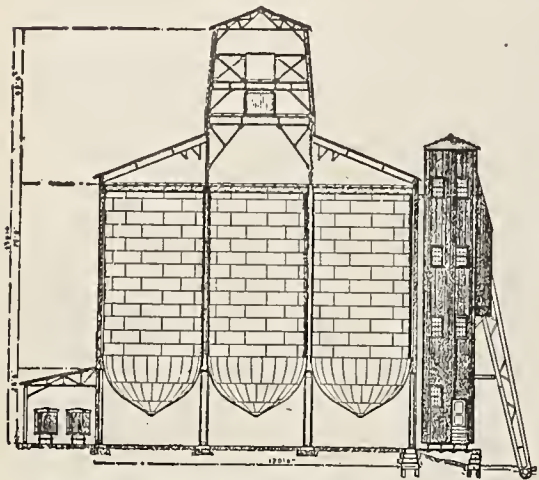
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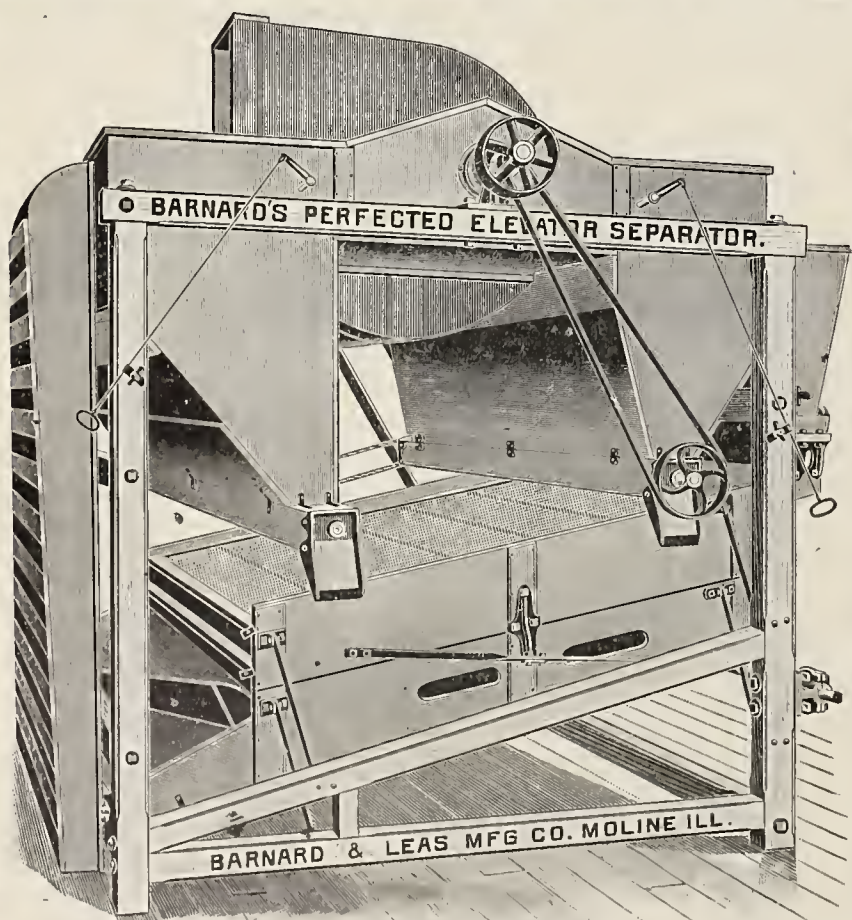
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Electric Steel Elevator, Buffalo,	- " 1,200,000 "
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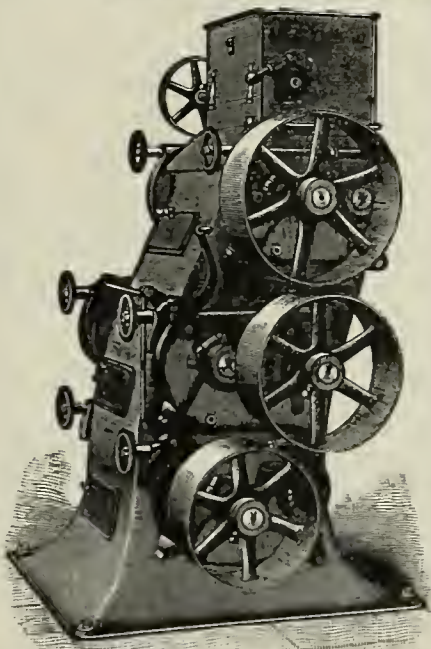
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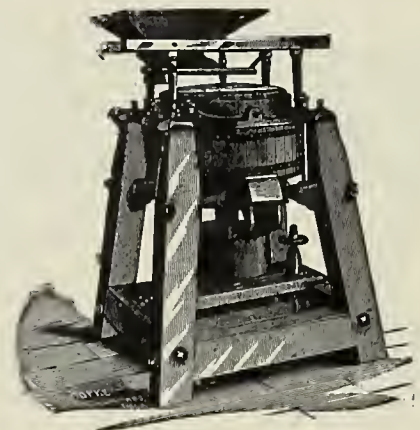
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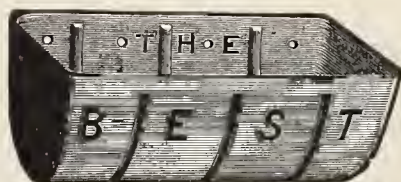
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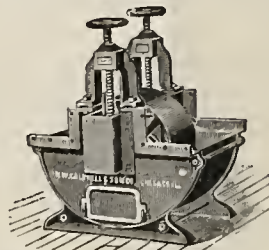
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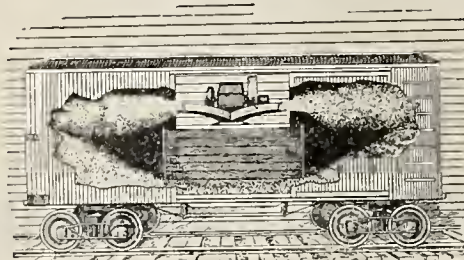
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FINANCIAL STATEMENT OF THE GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.

INDIANAPOLIS, IND., JAN. 1, 1904.

ASSETS

Premium Notes (Face \$350,106.41) Net	
Value	\$206,981.53
First Mortgage Loan on Real Estate	\$ 5,500.00
Collateral Loan	3.5 0.00
Cash in Bank	15,902.10
Uncollected Premiums	694.91
Uncollected Assessments	218.73
Interest Accrued	413.95
Cash Assets	\$ 26,229.69
Total Gross Assets	\$323,211.22

LIABILITIES

Losses Adjusted	none
Losses Reported	none
Losses Resisted	none
Surplus to Policy Holders	\$323,151.97

LOSSES

1903	
Jan. 17. Ireton Bros., Van Wert, Ohio	\$1,000.00
May 21. John H. Lynds Grain and Elevator Co., White Cloud, Kans	2,419.88
Oct. 21. G. B. Griffin, Charleston, Ill.	78.55
Oct. 21. J. N. Hairgrove, Carlinville, Ill.	1,200.00
Nov. 11. Goodrich Bros. Hay and Grain Co., Gadsden, Ind.	8.90
Nov. 27. The Heyman Milling Co., Havana, Ohio	3,500.00
Total Paid	\$ 8,207.33

C. A. McCOTTER Secretary H. N. KNIGHT, President

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It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 27 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies. It had admitted assets, January 1, 1903, of \$3,380,676.56, and a net cash surplus over all liabilities of \$466,594.95. Losses paid, \$3,939,221.28.

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Before placing your insurance, write to the Company at No. 205 La Salle Street, Chicago, for a copy of the circular, and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to the required standard you cannot afford to insure in any other company.

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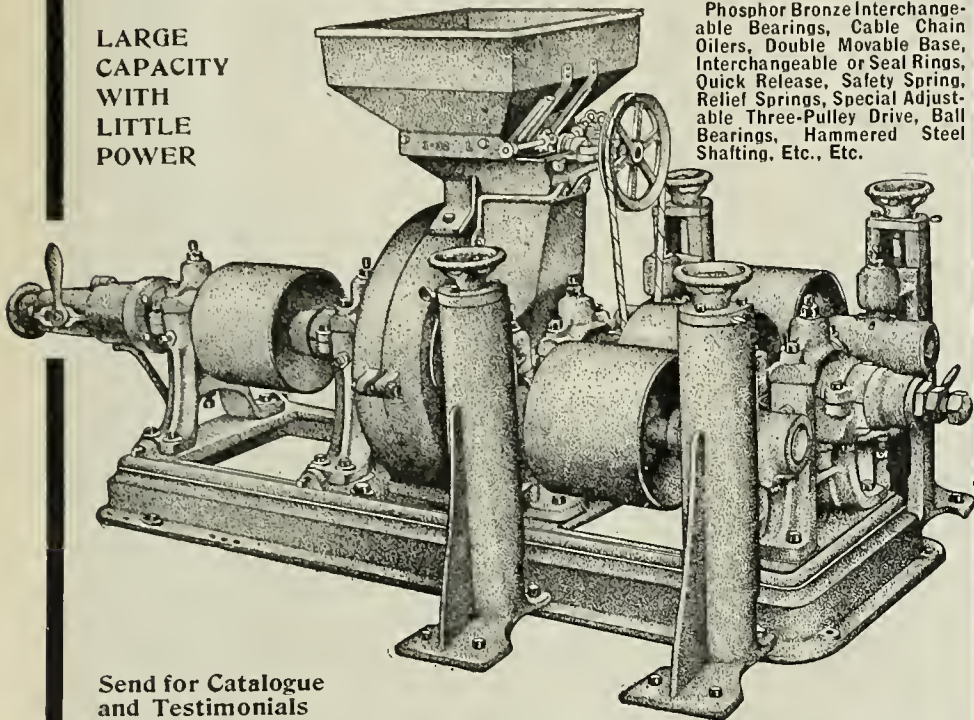
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Sprockets and Link Belting
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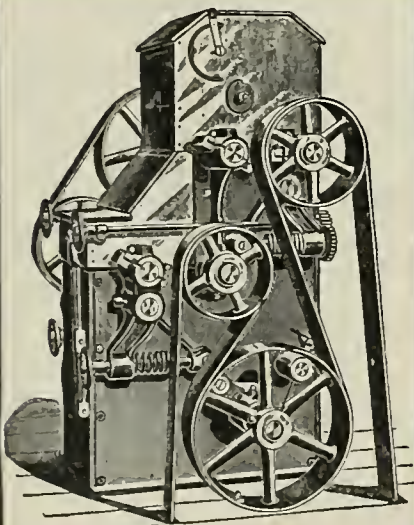
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ASTRONG POINT

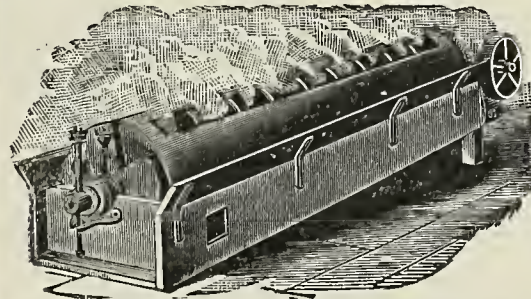
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NORTHWAY FEED MILLS

They have many others and it will certainly pay the prospective purchaser of a feed mill to investigate their merits before buying any other. That's all we ask—investigate them. Write us for anything in Elevator or Flour Mill Supplies.

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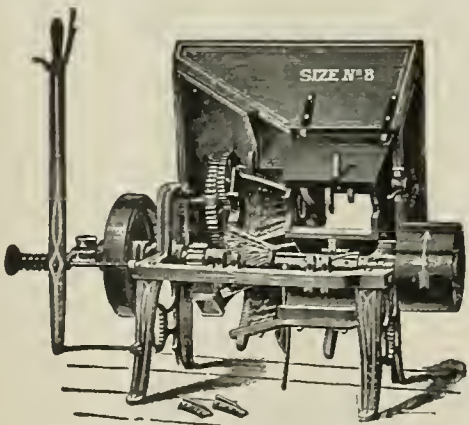
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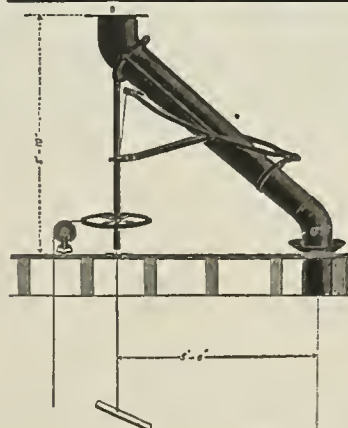
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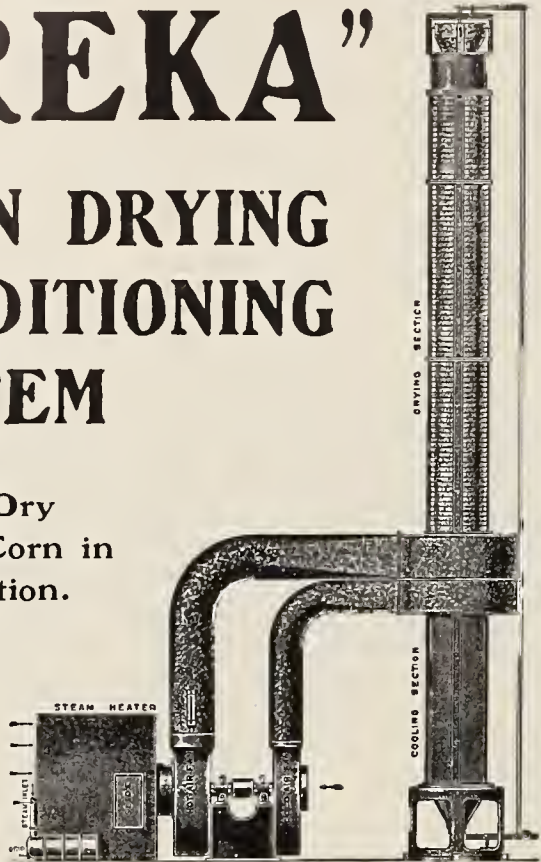


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Will Completely Dry
and Put Damp Corn in
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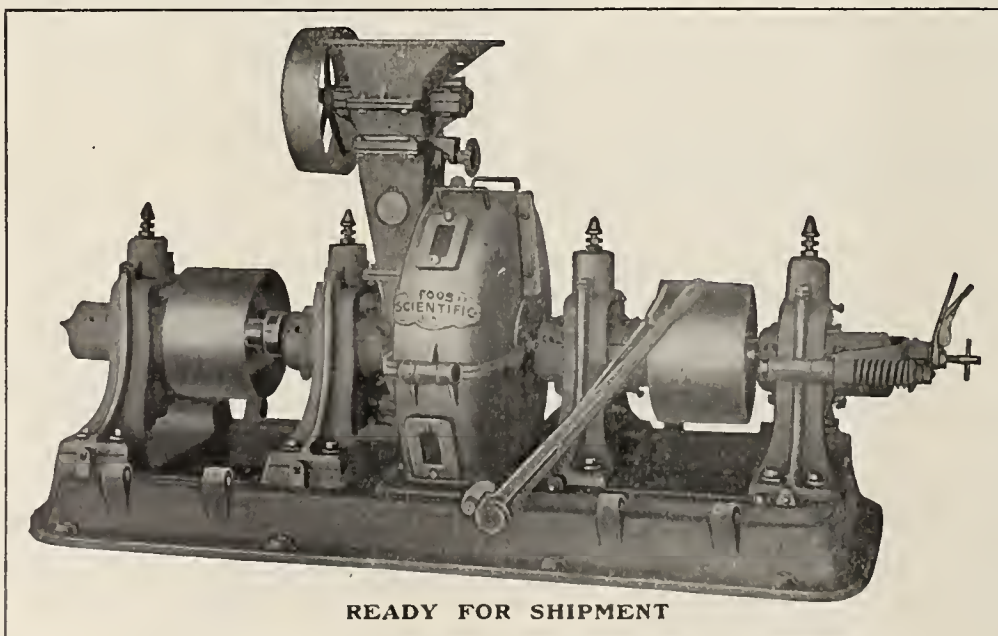
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Is acknowledged by all the large cereal mills to be the standard

It will grind Screenings,
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Grain fit for every
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Costs little to run and
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Made in four sizes,
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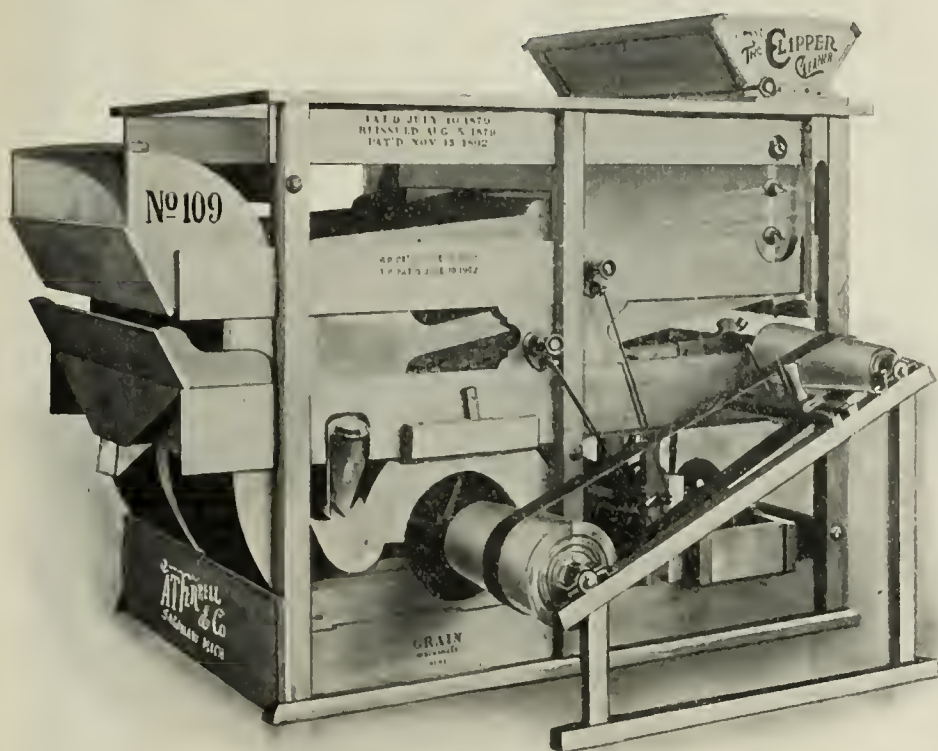
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Also a full line of small
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ESTABLISHED 25 YEARS
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No. 109 Clipper Seed Cleaner



The "CINCINNATI SPECIAL" Cleaner

shown in cut, was designed especially for handling large quantities of very dirty timothy, red top and other light seeds. The first seven machines made in this style are operated in Cincinnati, from which fact the machine derives its name.

The No. 109 requires from two to three horse power when run to full capacity of 65 to 100 bushels of seed per hour, or 300 to 400 bushels of grain per hour. It has a screen surface 42x60 inches and a shoe that carries three full length screens and one half-length scalper screen, composing a set of coarse and fine scalpings and two grade screens.

This machine is adapted to cleaning all kinds of seeds and is being successfully used by some of the largest dealers in the country. Like all "Clippers" it is a combination machine, and gives equally good results on both seeds and grain when equipped with the proper screens. The No. 109 has Traveling Brushes and Special Air Controller, two features of "Clipper" superiority well known all over the United States and Canada wherever seeds are handled.

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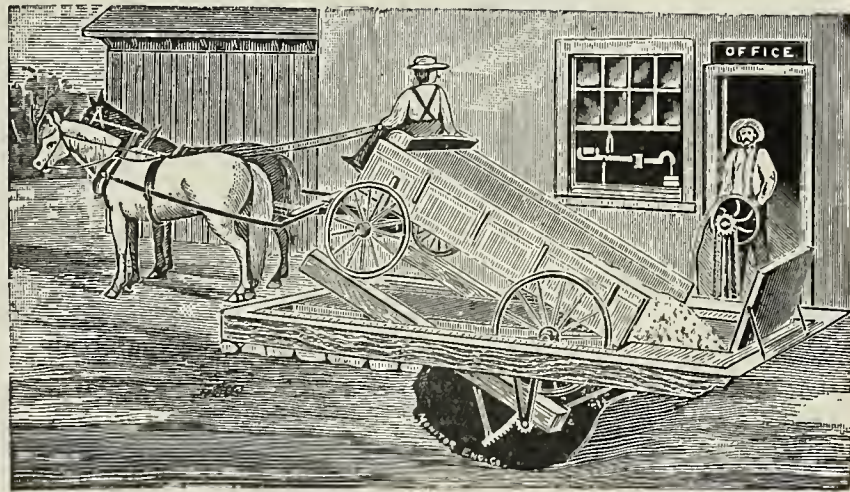
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DRYING GRAIN BY NATURE'S OWN METHOD

Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

The Paine-Ellis Grain Drier Co.
53 Chamber of Commerce, Milwaukee, Wis.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1899.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



ON TOP IN 1904

MONITOR Grain Cleaning Machinery is again out with the New Year at the highest point of attainment in the construction of grain cleaning machinery for elevators and warehouses. You will be certain of securing the best if you insist on buying the "MONITOR" machines, which include Elevator and

Warehouse Separators, Oat Clippers, Seed Cleaners, Flax Cleaners and other specialties. Our standard lines cater to every usual requirement, but we are prepared to manufacture special machinery for any grain cleaning purpose. Don't place an order elsewhere until you learn of the advantages which we can offer.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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CHICAGO, ILLINOIS, JANUARY 15, 1904.

No. 7.

{ ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.



STEEL STORAGE ELEVATOR (1,000,000 BUSHELS' CAPACITY) IN THE HARBOR OF MONTREAL, QUEBEC, CANADA.

Designed and erected for the Harbor Commissioners by the Steel, Storage and Elevator Construction Company of Buffalo, N. Y.

THE NEW MONTREAL ELEVATOR.

The City of Montreal is rapidly taking its place among the transportation centers of the Continent and the Dominion government is wide awake to what is required in order that their chief city and port may be a worthy competitor for the immense volume of transportation business which necessarily must find its way from the wheat fields in the Far West to the seaboard in the East. An immense expenditure was necessary in perfecting the St. Lawrence canal system, the total length being 73 miles, the greatest rise being 326¾ feet, which was accomplished in 26 locks. When completed, it represented many fine specimens of engineering. The government's attention was next directed to the improvement of the Montreal harbor. The city had long since become accustomed to having its valuable water front property submerged once a year under 40 to 50 feet of water, caused by ice jams below the city, which was finally overcome by raising the dock level and constructing guard piers and a masonry "flood-protection wall."

The next necessary improvement which appeared to be imperatively demanded was better elevator facilities for serving the great railroad systems and transatlantic steamship lines. Montreal's grain traffic has rapidly increased during the past ten years, and until this time, they were entirely dependent upon barges and floating elevators.

In April, 1901, the government announced that it would loan the city of Montreal the sum of one million dollars for the purpose of building a strictly modern, fireproof grain elevator. The Harbor Commissioners with its engineers inspected all the modern elevators along the lakes and eastern ports of the United States, and later a similar trip of inspection was made by the Minister of Public Works and government engineers. As a result of such inspection, the Steel Storage & Elevator Construction Company of Buffalo, N. Y., was engaged to design a steel elevator. The company was subsequently asked to make a tender upon these plans and was awarded the contract for the construction of docks and the elevator complete. The elevator is now nearing completion, and a picture of the new house appears on the first page of this issue. The site chosen for the elevator is in a prominent part of the city, on Commissioner Street, opposite the Custom House, and in the photograph the well-known Notre Dame Cathedral will be seen immediately back of the elevator.

The question of foundations under this house is of special interest, since the total height of steel concrete from pile heads to bin bottom is 46 feet, 23 feet of this being below the grade upon which two car tracks pass through the house. This lower concrete story is thoroughly braced by heavy concrete arches running entirely across the building, with buttresses extending out on either side to take the wind pressure. The space between the columns is filled by a concrete curtain wall, with a double window three sashes high in each panel, which makes a very light lower working-floor. The entire outer surface of the concrete is blocked off and bush-hammered to resemble massive masonry. Sixteen thousand barrels of cement were used in this work and four hundred tons of steel bars were imbedded to give additional strength to the concrete.

The bins are cylindrical in shape and built entirely of steel, being 20 feet and 3 inches in diameter and 85 feet high. The resulting spaces between the cylindrical bins are likewise used for storage, making the total number of bins seventy-eight and the total storage capacity one million bushels. In the construction of the bin work more than one thousand tons of steel plates were required; six hundred tons of steel structural work were used in the cupola erected above the bins, which is five stories high, with floors and roof of steel concrete. These floors while only four inches thick were tested with a load of three hundred pounds per square foot, the result showing a deflection of but 1-64 of an inch in a span of seven feet.

The elevator is equipped with one portable marine tower, 23 feet wide, 33 feet long and 150 feet high. The tower is mounted on twenty pairs of car wheels

running on four steel rails along the dock and is securely attached to the main building by means of rolling anchors. At one end of the building a stair and passenger elevator tower is located. This, like the marine tower and the sides of the cupola, is covered with galvanized corrugated iron. The principal dimensions of the building are: length, 189 feet and 3 inches; width, 84 feet and 3 inches; and height, from base of rail, 200 feet and 2 inches.

The general arrangement and equipment of machinery provides for receiving grain either from boats or cars and to ship by car or ocean-going vessels. The handling capacity will be as follows: Receiving from boats, eighteen thousand bushels per hour; receiving from cars, twenty cars per hour; shipping to boats, eighty thousand bushels per hour. A second portable marine tower has been provided for, which will double the receiving capacity from boats. The steel garnerers and scale hoppers have a capacity respectively of two thousand and sixteen hundred bushels. The scales are of the Fairbanks pattern. The machinery is electrically driven, nine hundred horse power in motors divided into fourteen units being required. All the electric wiring has been installed in steel conduits. The



W. S. JACKSON.
President Chicago Board of Trade.

electrical equipment was furnished the contractors by the Canadian General Electric Co.

In the marine tower, apart from the regular ship shovels, is a second independent set of small, or clean-up, shovels. Both sets are operated by compressed air; and with this special equipment it will be possible to do the work with twelve men in a boat which requires from thirty to thirty-five men with the old system of shovels. The cleaning machines were especially designed and are built entirely of steel; some were furnished by the Huntley Manufacturing Company of Silver Creek, N. Y.

A complete dust collecting system has been provided, with sweeps located on the various floors throughout the elevator; and all the dust will be discharged into a dust house outside of the building.

The elevator is equipped with an electric light plant and an independent telephone system, and there are lavatories and special lockers for the employes of the elevator.

The transmission, conveying and special machinery were furnished by the Dodge Manufacturing Company of Toronto and Webster Manufacturing Company of Chicago.

Mr. Thomas Nehin, formerly of the Export Elevator at Buffalo, N. Y., has just been appointed by the Harbor Commissioners of Montreal as superintendent for the above elevator, which will begin operations at the opening of navigation next spring.

The Corn Products Company's factory at Waukegan has been closed.

BOARD OF TRADE ELECTION.

After an exceptionally spirited contest, W. S. Jackson was on January 4 elected president of the Chicago Board of Trade for 1904. There were 1,210 votes cast, of which Mr. Jackson received 693. He succeeds Reuben G. Chandler, who received 510 votes. The other officers elected were as follows:

First Vice-president—Geo. S. McReynolds.

Second Vice-president—Walter Fitch.

Directors (three years)—A. S. White, J. H. Ware, Jas. Crichton, J. T. Sickel, Paul Titjens, (one year) Hiram N. Sager.

Committee of Appeals—James E. Bennett, Addison R. Warren, L. Harry Freeman, Edwin G. Skillen, Frederick H. Babcock.

Committee on Arbitration—James R. Godman, Richard T. Sylvester, Frank M. Bunch, John M. Schaack, George C. Williams.

President Jackson has been a member of the Board for 29 years, and as head of the firm of Jackson Bros. & Co. is the responsible manager of a large commission business. He is now serving his third term as alderman for the third ward of the city of Chicago, and in the City Council occupies the prominent and most important place of chairman of the finance committee.

The impression that prevailed during the canvass that in case of Mr. Jackson's election there would be a "let up" on the discipline of the Board and that "things would go wide open again" seems to be erroneous. Mr. Jackson has said that there will be no cessation in the war on bucketshops. It is probable, however, that in deference to the wish of many members public opinion will be encouraged to endorse an appeal to the legislature to repeal the "puts and calls" law. However, as this appeal cannot be made before another year, the election of Mr. Jackson at this time, so far as that issue is concerned, is in the nature of a protest only at the action of the directors who officially opposed that repeal when a year ago the legislature of Illinois was in session and might have repealed the law.

ERIE CANAL IN 1903.

The Erie Canal season of 1903 was the most satisfactory that boatmen have had in more than a decade. Although about 800 boats were in service during the season, a larger number than for any year in, perhaps, twenty years, yet rates were high and the trade unusually heavy. Grain has brought the boats 4c, a substantial advance over preceding years, and lumber brought \$2.25 as against \$1.75 in 1902, while the amount of package freight has been sufficient at all times to give full cargoes westward at rates sufficient to pay all expenses of the round trip Buffalo to New York.

A canal boat costs about \$3,000 and will last about fifteen years, with care. For the first five years, when in prime condition, it carries grain; during the next five it no longer gets grain but carries lumber; while during the remainder of its life it takes what it can get; coal, stone, etc. The present average capacity is 500 tons or 200,000 feet of lumber.

Horse and mule power is still used for boat propulsion, but two or three boats are now fastened together, whereas in the "good old summer time" of old, one tandem team of mules drew but one boat. The round trip takes from eight to ten days.

"To the casual observer," says a newspaper correspondent, "running a canal boat does not appear as exciting as running a flying machine, but it is not entirely devoid of elements of interest. Perhaps nowhere in America is there a more delightful stretch of scenery than that embraced in the valleys of the Hudson and Mohawk rivers and it is through these that the captain and his crew make the trip. From the deck of the canal boat in its slow progress the beauties of the river and valley and mountain can be seen to the best advantage. Not every boatman possesses the artist instinct, but nearly all can find some pleasure in the scenery of the highlands or that of the broad valley and gentle

slopes of the Mohawk," and the present writer well remembers the enthusiastic description given by his father of the scenic pleasures and social delights of a "passenger packet" journey on the Erie Canal to the West, as a young man in 1840. Though considerable of a traveler in after years, we are quiet sure one of his pleasantest memories of travel was this early "voyage" on the Erie Canal.

CLEVELAND DEALERS DINE.

The third annual meeting and banquet of the Cleveland Grain Dealers' Association was held at the Kennard House, Cleveland, O., on December 15. The dinner began at 8:30; and while it was being served the Bison City Quartet; Will Litchfield, impersonator; Andrew Kelley, monologist; and James Howell, tenor soloist, gave selections.

At 9:30 o'clock Henry M. Strauss, as toastmaster, took charge. He called for responses to the following toasts: "Annual Address by the President," George W. Lewis, president of the Johnson-Lewis Company; "Why I Prefer Cleveland to Detroit Socially," George Groll, manager of the Commercial Milling Company; "My Latest Experience in Shooting 'Dears'," Herman Weber; "Has Our Association Been a Benefit to the Grain Trade?" Frank W. Blazy, manager of the Star Elevator. The last speaker maintained that without the Association the wholesale and retail dealers of Cleveland alike would hardly be able to conduct their business on a satisfactory basis, owing to the excessive credits and other abuses that would creep into the trade without the moral influence of the Association to sustain the present system.

ONTARIO GRAIN STANDARDS.

The Ontario Board of Trade has unanimously (with one voice excepted) endorsed a petition to the government to amend the grain inspection act to restore the former system of fixing the grain standards annually, and adopted a resolution condemning the present system.

The resolution recites that Ontario farms, last crop season, yielded 199,902,000 bushels of grain, valued at over \$76,000,000, all subject to government inspection; that under present conditions the grading of this grain is left to the individual opinion of a few government inspectors, unguided by any set standards; and that resort can only be had to the chief inspector at Montreal, whose decision is final, and who, therefore, exercises complete sway in all such matters.

Wellington Hay of Listowel, one of the largest country dealers in the west of Ontario, argued that the characteristics of a crop changing year by year necessitated set standards. Under present conditions, the exporter fattens on the producer and handler, since he can mix grain of both a low and high grade and obtain an export grade certificate therefor.

It was, therefore, resolved to appeal to the government for relief.

WOMEN WIN OUT.

On December 11 Miss Ellen R. Martin brought suit in Justice Caverly's court against Wm. A. Johnson & Co., a commission firm, members of the Chicago Board, to recover a lost flyer of \$200. Miss Martin was one of several interested in the justice's opinion.

"What are 'puts' and 'calls'?" Justice Caverly asked Miss Martin.

"Oh, that's where we women put up our mouey and the brokers call us easy," she answered with a laugh.

Miss Martin alleges that her winnings on September wheat should have been \$3,200 had her brokers followed instructions. She says that June 10 she instructed her brokers to buy wheat at 72½ cents. She avers that they disobeyed her instructions and sold until the \$200 she had put up on margins was gone.

Mr. Justice Caverly took the case under advisement; and having been cited to opinions of several

western supreme courts which hold that all deals on public exchanges are gambling trades, on December 19 decided for the women. He said:

"Where one places orders with a broker for the purchase of grain—and in this case it is considered by the court that there was to be no delivery of the same, but that the deal was to be settled by a payment of the difference between the purchase price and the price at some future time—the transaction between them was a gambling contract; therefore, the plaintiff in this suit is entitled to the recovery of the money advanced in the transaction, and judgment is entered."

CHAS. T. NASH.

Chas. T. Nash, head of the Nash-Wright Company of Chicago, died on December 30 at his home in Chicago.

Mr. Nash came of an old New England family whose forbears were among the state-making pioneers of the nation. He was born at Williamsburg, Mass., on January 21, 1827, but came with the family to Illinois in 1840, settling on a farm at Granville, Putnam County. The family had all the traditional New England love of books and culture, and Chas. T. Nash received such education as the



THE LATE CHAS. T. NASH, CHICAGO.

neighborhood afforded opportunity for, which was rather better than most settlements in the Illinois Valley could offer at that time.

While yet young he went to Henuenpin, on Illinois river, one of the oldest towns in the state and a place of much commercial importance during the period of Illinois River and I. & M. Canal traffic prior to the opening of the Peoria-Bureau branch of the Rock Island Road. In 1858, on leaving Henuenpin, he went to Bureau, where he represented the C., R. I. & P. Ry. until 1869, when Mr. Nash came to Chicago and engaged in the boot and shoe business until 1873. Then he became a member of the Board of Trade. In 1876 he went into the commission business as the head of the firm of Nash & Beebe, which in 1879 became Nash & Wright. In 1881, when William Nash, present head of the firm, became associated in the business, the firm name became Nash, Wright & Co., which in 1895 was incorporated as the Nash-Wright Company.

Mr. Nash was a man of the highest personal character and an exemplary business man, who through his entire career held the esteem, respect and confidence alike of friends, employes and customers; and the announcement of his death brought with it a sense of deep regret to all who had had the privilege of his friendship and acquaintance.

At Chestervale station on the old line of the P. D. & E. Railway, now owned by the Illinois Central, there are five 200-foot 10x12 cribs, holding approximately 50,000 bushels of corn, 3 148-foot cribs, 10x12, holding 20,000 bushels. At Bell station, in the same neighborhood, there are said to be 175,000 bushels of new corn in cribs.

BILL FOR NATIONAL GRAIN INSPECTION LAW.

Senator McCumber of North Dakota has reintroduced into the U. S. Senate a bill for a law creating a national system of grain inspection under the control and direction of the Department of Agriculture. The provisions of the bill are substantially as follows:

Section 1 provides for the organization of a "bureau of grain inspection" and the appointment of a chief (salary, \$2,000 per annum) who shall have had at least three years' experience in grading and inspecting grain and of deputy inspectors of not less than two years' experience. It shall be the duty of the chief inspector "to report upon the condition of the interstate trade and commerce in grains of the United States, their grading, weighing and inspection, and also to inquire into and suggest means for the prevention of defects in present systems of weighing, grading, and inspecting of grain which is an article of interstate commerce, and to collect such information on this subject as shall be valuable to the agricultural and commercial interests of the country."

Sec. 2 provides that all employes shall be subject to the rules of the civil service, give bond and make oath.

Sec. 3 provides for the inspection of grain which is a commodity of interstate commerce; fees therefor to be reasonable and fixed by the Secretary of Agriculture.

Sec. 4 provides that the Secretary of Agriculture shall make the rules and regulations governing the inspection and to fix the compensation of employes.

Sec. 5 provides that employes may not be interested in grain directly or indirectly.

Sec. 6 provides that the Secretary of Agriculture shall "determine and fix, according to such standards as he may prescribe, such classification and grading of wheat, flax, corn, rye, oats, barley, and other grains as in his judgment the usages of trade warrant and permit, having reference to the standard, classification, and grades now recognized by the several chambers of commerce and boards of trade of the United States: Provided, however, That the reference to such various classifications and grades shall serve only as a guide and suggestion in the matter of determining and fixing, by the Secretary, the United States Standard herein provided for, but he shall not be controlled thereby, but shall determine and fix such standard and such classification and grades as will, in his judgment, best subserve the interests of the public in the conduct of interstate trade and commerce in grain."

Sec. 7 provides that the standards so determined and fixed shall be made a matter of record and publication as the United States Standard.

Sec. 8 provides that from and after thirty days after such standards are made they "shall be taken and held to be the standard in all interstate trade and commerce in grain in all cases where no other standard is agreed upon: Provided, however, That in interstate trade and commerce in grain, if the consignor thereof or his authorized agent shall so direct, public inspection, classification or grading shall not be required nor made when said grain is consigned to the owner thereof or his authorized agent; or to a mill or private storehouse; or for deposit in a special bin, to a public warehouse; or, the purchaser consenting, to a purchaser thereof; or, if consigned to a market where the usages of trade recognize sales of grain by sample, when the consignor shall direct its sale by sample."

Sec. 9 provides that transportation companies shall give notice of the arrival at inspection points of interstate grain within twenty-four hours after such arrival; and that it shall be unlawful to unload such grain without inspection.

Sec. 10 provides for the fixing of inspection fees by the Secretary of Agriculture.

State Grain Inspector Radford turned in \$5,058 to the Kansas state treasurer on Dec. 15. This represented the fees collected in his department for the month of November. It is the largest November turnover the department ever had.

TRADE BANQUET AT FORT WILLIAM.

The elevator and grain trades at Fort William held their fourth annual banquet at the Queens Hotel, Fort William, Ontario, recently. There were 65 guests, including members of the elevator staff, and the young men just learning the business, local representatives of the commission houses, grain inspectors, weighers, representatives of the transportation interests and of the grain trimmers.

Mr. H. G. Coram, C. P. R. freight and elevator agent, occupied the chair. At his right were H. Sellers, superintendent C. N. R. elevators, Port Arthur; E. R. Wayland, secretary Ft. William Board of Trade, and Wm. Blair, the veteran C. P. R. elevator man, of Port Arthur. On the left sat John Murle, superintendent of C. P. R. elevators, Fort William; John Redden, superintendent of King's elevator, Port Arthur, and D. Lemay, foreman of C. P. R. elevator D, Fort William. Mr. Coram, the chairman, in proposing the health of the King, said he was pleased to be present at such a gathering, and felt highly honored at being called upon to act as chairman.

The following was the toast list as proposed and responded to: "The King," the national anthem; piano duet, Messrs. Goodier and Rowan; "Elevator Staff," J. Murie, J. Redden, H. Sellers and D. Lemay; song, N. Lindsay; "The Grain Trade," E. R. Wayland and A. Sellers; musical duet, J. Blanco and H. Day; "Weighing and Inspection Staff," W. Muirhead, J. O'Hagan and Geo. Hill; song, F. Scott and F. T. Somerville, euphonium solo, H. Day, song, H. Sellers; "Grain Trimmers," F. Fair, Jos. L'Esperance; French-Canadian song, "Alouette," by Jos. L'Esperance; reading, D. Lednay; "The Ladies," J. McClure, F. W. Kearney, A. P. Devine; "The Press," J. A. Hill, S. R. Moore, J. R. Lumby; "Mine Host," Jas. McCranor.

DETERMINING THE EFFECT OF STORAGE.

Some extremely valuable experiments have been begun by the Experimental Station and the Department of Agronomy at the College at Ames, Ia., to determine the shrinkage of corn stored in cribs and to test storage effects on seed corn.

In the first test nine samples of corn will be used, each stored in a separate crib holding 225 pounds. The corn was picked at different stages of maturity from very soft to very mature. The nine samples were weighed when cribbed and will be weighed each day for a week, then each week for one year. The shrinkage will be noted in the case of each stage of development.

In the second test the purpose is to compare the common methods of storing seed corn and to determine the effect of artificial heat, of cold and other adverse conditions. Corn well matured, immature and that mediumly matured will be used. The seed will be kept in all sorts of storage usually adopted by farmers and seed men. Some will be kept in cellars, in attics, in corn cribs, closed bins, etc. In the spring the seed will be tested.

Three methods of testing will be used—by chemical analysis, by germination, and by noting the physical condition of the plants growing from each class of seed.

In this connection A. D. Shamel, a corn expert, writing to Orange Judd Farmer on the Vitality of Seed Corn, among other things, says:

"There is no means of testing the vitality of seed which properly comes under market condition, except by a germination test. In selecting seed corn it is very important that a thorough test of the vitality be made. This can be most easily and satisfactorily done by taking three kernels out of every ear to be tested, one from near the tip, one from the middle and the other from near the butt of the ear. Fill an ordinary plate about two-thirds full of fine sand. Pour water over the sand until it runs off the plate. Tip the plate at an angle of about 45 degrees, and allow the water to drain off a few minutes. Now plant the kernels of corn point down in the sand and barely cover with sand.

Make a careful count of the kernels put in each plate and keep an accurate record of the number. Now turn a slightly smaller plate over the plate of sand to prevent too rapid evaporation of moisture and set in a warm place. Examine every day and keep the sand moist. At the end of ten days all the kernels should have germinated. Count the kernels that have sprouted and compute the per cent of germinating kernels. In seed corn 97 per cent germination in five days constitutes the standard of vitality."

JAMES M. ENNES.

James M. Ennes, who from 1882 to 1901, operated an elevator at Walnut, Ill., is one of the heaviest grain buyers in Bureau County, owning and operating houses at Princeton, Wyanet, Zearing, Kasbeer and Arlington in that county. At Walnut he has shipped as high as 1,200 cars per annum, not to mention cattle and horses in large numbers.

Mr. Ennes has been successful in business and has invested his profits largely in Chicago real estate; yet he has three times lost elevators by fire. He deals largely in fancy stock also, and last year



JAMES M. ENNES, WALNUT, ILL.

made a trip to Europe in search of breeding stock, visiting while abroad England, France, Belgium and Germany.

Mr. Ennes is a native of Walnut, where in 1880 he married Miss Hanna A. Lindsey, a native of Indiana. They have a son and a daughter. He has always taken an active interest in the affairs of his native town, and for the past six years has represented the township on the county Board of Supervisors, and is now president also of the Bureau County Agricultural Association. He is a member of the Princeton Commandery K. T.

ANOTHER LAKE FLEET.

The Canadian Transport Company has been organized and placed contracts in England for twelve steel ships of the largest size possible for use on the inland lakes and Canadian canals, that is, a carrying capacity of about 2,200 tons each. This will be the largest fleet yet put afloat on the Great Lakes under Canadian ownership, and is in line with the new increase of Canadian inland marine, which is one of the notable growths of the present development of the Dominion.

The Canadian canals now permit vessels drawing 14 feet of water to go through to Montreal; but the agitation has already begun for an 18-foot channel. This would mean the improvement of every canal and lock from Lake Erie to the sea, and would cost a fabulous amount, far more than the entire expense of all Canada's water ways this far carried out. The entering wedge is a proposition for "deepening the Welland Canal to 18 feet, so

that lake ships of large size can discharge at Kingston and Prescott, from which points grain may be carried in barges and transhipped into ocean vessels at Montreal."

MINNESOTA INSPECTION IN SUPERIOR.

The effort of Homer T. Fowler to drive Minnesota grain inspectors out of Superior, Wis., was a failure, his action, begun against 25 or 30 employees of the Minnesota department at work in Superior, having been dismissed. It is, perhaps, unfortunate that Mr. Fowler is himself under indictment, being accused of tampering with flax samples. Chief Inspector Eva of the Minnesota department is quoted as asserting that there is the testimony of eye witnesses that Mr. Fowler has debased flax samples, and having bought the cars on the basis of such debased samples sold them again on their real merits at a handsome profit. Nevertheless, the action against the department on a charge of illegal operation in Wisconsin was apparently heard upon its merits, even though the chief complainant did not, as alleged, go into court with clean hands.

Mr. Fowler's claim was that the Minnesota inspectors were acting in Wisconsin in violation of Wisconsin laws of 1895 and that under such law, their acts were misdemeanors. He also charged manipulation of the grading by the officers of the acting department. The arrests were made by warrants, none of the inspectors offering any objection to the work of the sheriff's deputies.

Although the Superior Board of Trade took no part in this action, it is certain Mr. Fowler had considerable moral support in Superior, at least, outside the grain trade; and by some of the faction in Superior business circles who have been anxious to oust the Minnesota inspectors, the affair was spoken of as, "The first gun in the war that is to be waged against Minnesota inspection and which has been fired sooner than was at first planned owing to the trouble which has recently arisen. When Wisconsin inspection was defeated last winter a threat was made that the people of this city interested in grain matters would go back to the 1895 Wisconsin inspection law and this is the result."

At the hearing on December 23, but little testimony was offered. First there was introduced the Wisconsin law of 1895, authorizing boards of trade having 75 or more members and receiving membership fees of \$5,000, to appoint grain inspectors, and making it a misdemeanor for any one to so act unless duly appointed an inspector by an authorized board of trade. Then evidence was introduced on the question whether the Superior Board of Trade was empowered under the law to appoint inspectors; and it appeared that at this time it is not, having but 53 members in good standing. Mr. Fowler then testified to the fact that Minnesota inspectors inspected grain in Wisconsin. There was also evidence that the Minnesota department had been asked by the Superior Board of Trade to establish the system now in operation.

The court then sustained a motion to dismiss the complaint, saying that the actions had been commenced without due consideration or consultation with the District Attorney. "The law of 1895," said the justice, "under which these warrants were sworn out, seems to me to have been merely prohibitory, and the fact that the inspectors are here working on Wisconsin soil at the invitation of the Superior Board of Trade, of which the complainant Fowler is a member, makes such action on their part not a criminal one, unless we strain a point and find them technically guilty."

A motion was made by the District Attorney to tax the costs (\$200) to Mr. Fowler, but as the latter introduced evidence that he had had legal advice about the prosecutions, the costs were ordered taxed to the county.

Although the Sidney-Champaign branch of the Wabash R. R. in Illinois has been in existence for at least 25 years, the first shipment of grain over the road was made by Derrough & Son, who early in December last completed the erection of a grain elevator at Neil.

NORTHERN CENTRAL ELEVATOR.

The new Northern Central Railway Elevator No. 3 at Canton, Baltimore, replacing the elevator on the same site, burned on Dec. 31, 1902, has been completed and is now in full operation; capacity, 1,000,000 bushels.

The new building is constructed of the best materials. The foundations for the superstructure were supplied by the railway company, after which the contractors, George M. Moulton & Co., of Chicago, began its erection. Previously the contractors erected a steam sawmill on the shore, engaged 400 mechanics and laborers, and on May 30 the building began growing with mushroom rapidity. Timber was brought from the South and other sections. White or burr oak, long leaf Southern pine and kiln-dried North Carolina pine were the principal kinds used. The enormous quantity of 4,203,207 feet of lumber was used in the elevator, cribbing and the marine tower. In addition the contractors used 171,575 feet in rebuilding the piers about the structure. All this was received in the

grain. Each elevator is guaranteed to elevate at least 10,000 bushels of grain an hour, and the machinery operating them provides for instantaneously stopping or starting any one or all without jar or stoppage to other machinery in the building. In the cupola each leg has a garner of 2,000 bushels' capacity, and over each cleaning machine there is a similar receptacle. There are fourteen scale hoppers, each connected with a system of trolley distributing spouts, shipping bins, cleaners, cleaner legs and transfer spouts. The hoppers have a capacity of from 800 to 1,000 bushels. The spouts transfer grain by gravity. There are also six car-loading spouts and sixteen shipping spouts. All are so distributed that by connections grain can be led to any bin.

In the cupola are eight cleaning machines to handle 10,000 bu. an hour each. Two are fitted with adjustable screens to separate mixed grain. The dust and chaff are carried to the boiler room to be burned.

There is one independent duplex steam pump furnished and connected for fire protection purposes.

29,020 feet being required to belt the entire system.

Unlike the original No. 3 elevator, there is no marine leg to be used for the discharging of waterborne cargoes of grain. The accumulation of small craft there often caused loss of time to steamers loading at the elevator. A dock elevator 112 feet high has been erected separate from the main elevator and connected with it by a rubber belt conveyor inclosed in an ironclad gallery. This annex tower is located on the wharf toward the shore at a point where small craft can discharge with freedom from interference by the steamers loading at the main building. This isolated elevator has unloading capacity of 8,000 bushels of grain an hour from all kinds of sailing craft and is supplied with all the latest devices for that class of work. Power shovel machines also are in use in this dock elevator.

MINNESOTA WEIGHMASTER'S RECORDS.

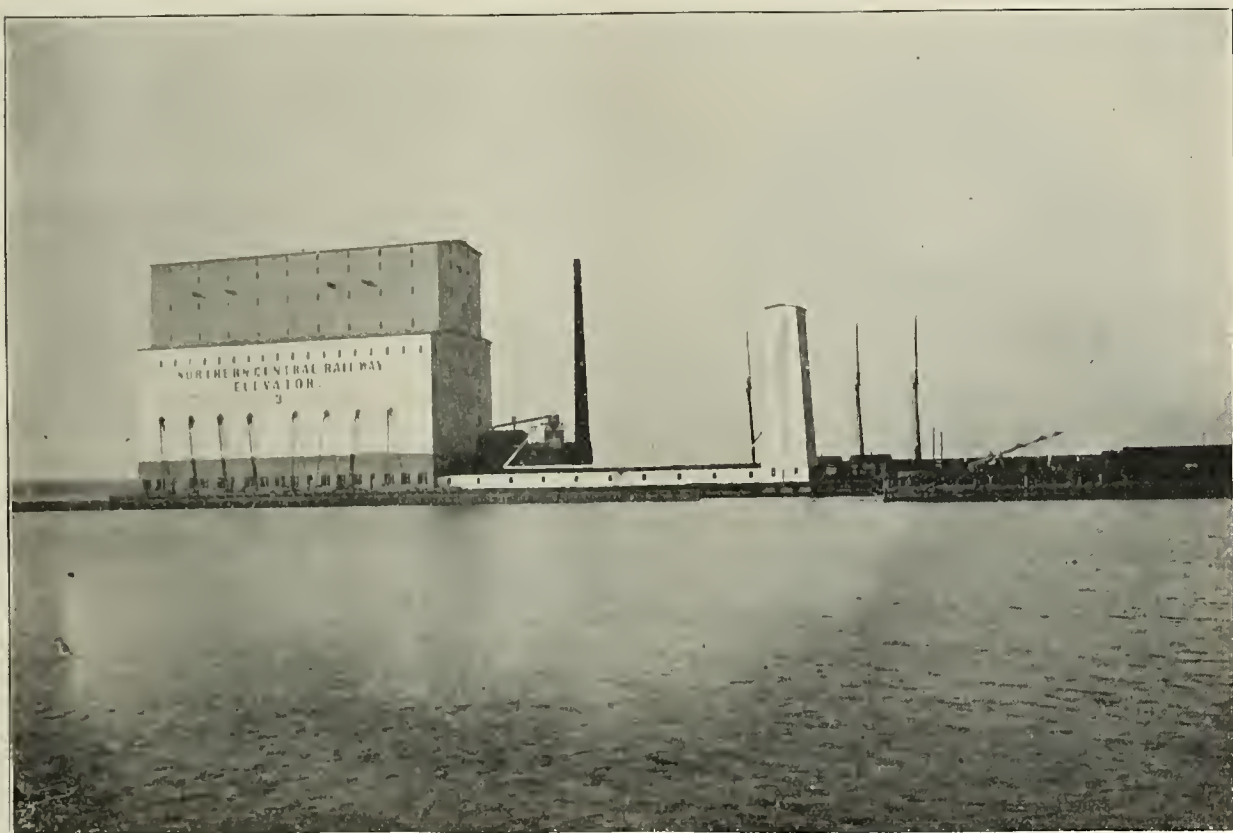
The Minnesota Railroad Commissioners have withdrawn the rule to the contrary and decided to make immediately accessible to the public all records of State Weighmaster J. B. Sutphin's office regarding the condition of grain cars on their arrival at the terminal elevators in that state. This action was taken after a hearing by Commissioners Staples and Miller in the Board of Trade Building at Duluth recently, at which a considerable number of grain men were present to protest against the rule then in force. The new rule is in substance that when a claim of shortage in weight is made, the state weighmaster shall, on the application of a proper party, give information in regard to the notations made on its arrival of the car's condition; and thereafter, when the claims are made in writing, the parties submitting them will fill out the blank forms required by the Commission as soon as possible and return them to the state weighing department to be filed as matters of record for the information of everybody concerned. The new order seems to be satisfactory to the grain trade.

As a matter of record, however, and as a curious specimen of official ratiocination, the following excerpts from a report of the meeting above referred to, published by the Duluth Herald, may not be without interest.

The difficulty in the case seems to have been to convince Commissioner Staples that the shippers, who "pay the freight," have more right to easy access to the records of State Weighmaster Sutphin's office than the railways have to have such records made difficult of access and unsatisfactory. After argument had been made on behalf of the open records system, Commissioner Staples said in part:

"As we understand it, your desire is that the records of the Railway and Warehouse Commission be open to the public. I would state at the beginning that this would be exceedingly impracticable, for several reasons. In the first place, the country line elevator companies do not wish the records kept open to the public. This may appear strange, but still you will understand it. It would mean that they would be continually getting into trouble with shippers who have secured information from us, and who were using the information as a basis for claims against the elevator companies and against the railroads, when the elevator companies did not want them to know whether or not their cars were in bad condition, and whether or not they had leaked. As you will plainly see, those who were so inclined could use every notation on weight records in the state weighmaster's office as a basis for a claim, provided that the certificate showed that the car was in bad order.

"We take the position that unless a shipper knows the weight of grain he shipped he has not an interest in the records of such cars. If he does know how much grain he shipped, then, upon the receipt of the weight certificate, he knows what he is short. By having all the necessary information at hand, he may fill out a blank issued by the state weighmaster, and may receive the information which you say all should have. There is a rule to



NORTHERN CENTRAL RAILWAY ELEVATOR, NO. 3, AT CANTON, BALTIMORE, MD.

rough and sawed, shaped and fitted to its proper place in the building.

The building is 180 feet 10 inches above the foundations, 100 feet wide and 242 feet long. The cupola, starting at 110 feet above the foundation, is 69½ feet in width. It is supported, with all its contents, directly from the masonry base by 10-inch square wooden pillars secured in the corners of the bins and resting upon the first-story framework. The lower roofs are similarly supported from the masonry by pillar posts 6 inches by 10 inches.

The main elevator building, to the height of 25 feet above the foundations, is inclosed with brick walls 12 inches thick. Above this level the side and ends of the structure, with its cupola, are built of wood, covered with No. 24 galvanized corrugated iron. All the window openings in the first story of the elevator and engine room are protected by iron shutters; all exterior doors are covered with galvanized sheet iron; and mineral paint has been used on all exposed metal not galvanized. The roofs are covered with what is known as four-ply slag roofing, fireproof and guaranteed for 10 years.

In the first story, between the two railroad tracks and overhead, is a line of twelve patent double-shovel machines fitted on a line shaft extending nearly the length of the elevator. They can be used to unload six cars simultaneously. Inside are three groups of elevators, one of six for receiving and two of four each for shipping. In the cupola there are eight additional elevators to be used for elevating and transferring grain for cleaning. Steel buckets are used on all belts used to convey the

It draws water from the river and distributes it by a system of piping throughout the building. The system is so applied that all parts of the building may be drenched with water when desired. On the several floors are distributed thousands of feet of hose. Fifty water barrels and 100 galvanized buckets are handy for use in an emergency. A sprinkler system is to be installed later on, placing above the upper or cupola roof two water tanks each of 10,000 gallons' capacity. Fire escapes on each side of the building extend from eight feet above the wharf to the upper tier of windows in the cupola. On the water end there is a spiral stairway. A passenger and freight elevator operates between the first story and the scale floor of the cupola.

A 29-horsepower engine and dynamo supplies current for 150 16-candlepower incandescent lights distributed throughout the building.

The engine and boiler room is 32 feet wide and 64 feet long, built of brick. There is a battery of Babcock & Wilson Water-tube Boilers in two units, with combined capacity of 400 horsepower under 125 pounds of steam. The engine is a vertical steeple compound-condensing machine of the Allis-Chalmers type, with independent air pump and condenser. The engine has cylinders 24 inches and 48 inches in diameter, with 48 inches stroke, which at 75 revolutions a minute and 125 pounds steam pressure will develop 800 horsepower at one-quarter cut off. The fly-wheel is 16 feet in diameter and weighs about 40,000 pounds. This engine will operate the entire machinery of the elevator. The transmission of power is made by means of rope,

the effect that all grain shippers shall put in each car a card or ticket, showing the amount loaded, and the date. This rule is not obeyed by one in a thousand. We should be pleased to give all information we possess regarding all cars, the shippers of which have complied with the rules, and put in their card of weights. The calling of this meeting may have been all right, but as near as I can figure it all the complaints are 'in the air.'"

Walter Turle said among other things that shippers and receivers of grain could not promptly obtain information which should be theirs for the asking regarding certain cars of grain which they had reason to believe did not contain as much grain when they were received as when they were shipped. "Now," said Mr. Turle, "the point at which we wish to get is whether or not the Railroad and Warehouse Commission will furnish us with all such information as we desire. I would ask Mr. Staples whether he does not think that is but a just request."

"No," replied Mr. Staples, "I do not."

"Why?" asked Mr. Turle.

"For the reasons which I stated a few moments ago," said Mr. Staples. "I think it would cause a multiplicity of claims to be filed against the railroads."

"Then," said Mr. Turle, "you go on the principle that a man does not need what he does not miss, and that if a man does not have absolute knowledge that his car of grain is short he should not be informed of that fact by the Railroad Commission if it is in the Commission's power to give it to him?"

To this Mr. Staples made the remarkable answer: "We do not think that a shipper or receiver has any interest in the car unless he has knowledge that it is short weight."

"You said a few minutes ago, Mr. Staples," interposed A. H. Smith, of the Smith-Baker Commission Company, "that you some time ago saw a number of cars which had leaked from two to forty bushels in the Northern Pacific yards. Did the shippers receive notice that those cars had leaked?"

"They did not."

"Supposing an employe had known which cars the grain had leaked from, would he have notified the shipper unless asked to do so by that shipper?"

"If he did he would be discharged unless the shipper had forwarded first the statement as to how much grain the car contained when shipped, as provided for in the rules."

C. S. Wilson, an attorney who has been employed by a Duluth firm to begin mandamus proceedings to compel the Commission to open the records, argued that these records stand in the same relation to the public as do the records in the office of the clerk of court, or the register of deeds, or the county auditor. They cannot be closed against any person interested who cares to see them. He submitted as a matter of law that the Commission had no power to say who shall be entitled to see them and who shall not. As to the assertion that trumped up charges might be made, he said in effect, if not in words, that that was none of the Commission's business. The Commission is not here to protect the railroads against unlawful acts. It was organized to give protection to the receivers and shippers of grain, and the shippers of grain pay the charges that sustain the department and are entitled to that protection.

A. H. Smith pointed out wherein the rule complained of worked unjustly and made trouble rather than prevented it; and citing a specific instance, he said that his firm had a consignment of grain shipped in a car of 100,000 capacity and supposed to contain a trifle more than 100,000 pounds of grain. When it arrived the weight was returned as 79,000 pounds. Had he been able to obtain promptly the proper information from the department, he could have looked up the car itself and found its exact condition; but, by the time a request had been received from the shippers, as required by the department, the car was gone and one source of evidence cut off. He maintained that by being compelled to wait ten days for the information to reach the receivers who are the representatives of the shippers from the latter, the

receivers were prevented from making prompt investigations that might in a great number of cases have resulted in a quick and amicable adjustment of claims.

In the general discussion that ensued, Mr. Staples made the declaration that if the state weighmaster must give up the information he had regarding cars, but one-tenth of the notations now made on the original weight sheets would be recorded on the books. This startling statement passed unchallenged at the time, but after a settlement had been arrived at later in the afternoon, L. A. Arbogast asked Mr. Staples what he meant by it. Mr. Staples thereupon coolly said: "I do not care to reopen the discussion. It has all been settled."

JOHN B. DAISH.

Wm. R. Tucker, secretary of the National Board of Trade, announces the appointment of Mr. John B. Daish of Washington City to succeed Mr. Frank Barry as commissioner. Mr. Daish consented to act *pro tempore*, until the annual meeting of the Board on January 19.

Mr. Daish, who is a member of the firm of S. S. Daish & Son, dealers in flour, feed, etc., at Wash-



JOHN B. DAISH.

ington, is much better known as a lawyer who has given special attention to railway and commercial law; and in his capacity of counsel for the National Hay Association he has done some quite brilliant work in securing an order from the Interstate Commerce Commission upon the railroads in the Eastern and Central states to reduce the hay classification to its original (6th) class,—without, however, having been able to see the order obeyed, owing to the Commission's inability to enforce its own decrees.

The National Board could perhaps do no better than to continue Mr. Daish as commissioner permanently, should he be willing to serve; as he seems peculiarly fitted by education, experience and disposition to make an efficient man in that capacity; at this time especially, when further amendment of the commerce law seems to be universally desired by shippers.

A correspondent of the Kansas Farmer tells how a rat-proof corn crib was made that did duty for over 50 years. Large, flat rocks were in the ground under posts which were about 2½ feet high, sawed from good-sized oak trees, with a wide sheet of tin around each post, the sills of the crib and granary resting on top of the posts. A short flight of steps was used to get to the door, but care was taken to throw them down after use, or else mice would have used them to go up. There were meal-bins on one side and often fodder or sheaf-oats in the loft, as it was the only rat-proof building, excepting the house, on the farm.

NOW IT'S THE INSPECTION.

The Territorial Grain Growers' Association of the Canadian West met at Regina, Manitoba, on December 16 and 17 and proceeded to demand among other things the revision of the grain inspection act.

The president, in his annual address, referred to the railways of Canada as exhibiting "continued hostility to the grain act," although he admitted reluctantly that, "generally speaking, they have shown a better disposition to observe the various provisions of the act than in any former year." The fact that the grain act has, beyond question, been the direct cause of the shortage of cars and the congestion of the grain traffic this season in the West, was wholly ignored, of course, in the official reports, which charged the difficulty to unfamiliarity with the act.

Dismissing the question of transportation in this summary manner, the reports attacked the provisions of the act governing inspection, the principal source of complaint being reinspection at the seaboard. Dr. J. M. Douglas, M. P., voiced the growers' ideas by saying, in the debate, that he questioned the wisdom of giving the chief grain inspector the power he possesses under the inspection act. "The right of appeal to the survey board is," he said, "of no practical use to farmers at a distance from Winnipeg. The principles upon which this board acts are unknown to the public and while he did not wish to cast any slur on that board, he would say it is time a little light was let in on their method of procedure and so help to allay the dissatisfaction which at present exists in the country. He believed that instead of one man at Winnipeg, there should be a board of five men, including a representative of the farmers, of the railways, of the grain dealers, of the millers and a railway expert. Further he contended that eastern exporters had no right to representation on the grain standards board. Let the Western people," he said, "fix their own standards, and the Eastern exporters could buy at these standards and at their commercial value."

Although the complaints from England, as reported by Warehouse Commissioner Castle, are that the quality of the grain received there is far below the standards, the farmers, in the discussion, all maintained that the standards in the West are too high.

On December 17 the Association adopted resolutions demanding a revision of the grain inspection act on the following lines:

(1) To enable the members of the Grain Standards Board to call a meeting in case the Chief Inspector fails to do so, and to enable the Board to give honorary representation to Great Britain and eastern Canada. [The Board has not met for two years, the Chief Inspector alone having power to call a meeting.]

(2) That the mixing of No. 1 Hard and No. 1 and 2 Northern wheat be prohibited.

(3) That the definitions in the grade rules should be made more determinative.

(4) That the reinspection of Manitoba wheat east of Fort William be abolished.

The Association addressed a resolution to Hon. Jos. Chamberlain—

realizing the importance of a preferential tariff as an aid to the consolidation of the British Empire, [we] desire to express our sympathy with the movement, and to hope for a successful issue of your campaign.

The following resolutions also were adopted as recommended by the committee:

"Whereas, This year an immense quantity of good hard milling wheat, intrinsically worth nearly as much as No. 1 hard, is by reason of a slight ruffle of the bean, the result of frost in the stack principally, debarred from its rank as hard wheat, and is consequently condemned to be dumped into the terminal elevators along with No. 3 and 4 northern, thereby losing its identity and suffering great depreciation in value; therefore, be it

"Resolved, That this Association urgently demand that the Western Grain Standards Board be called together without delay by the proper authority, for the purpose of making two grades, known, say, No. 1 and No. 2 milling; which will have the effect

of preserving the identity of this class of wheat in the terminal elevators, thus enabling exporters and Eastern millers and their agents at country points to bid for this wheat on its merits.

"Whereas, It has been already affirmed by this Association that grave dissatisfaction exists relative to the grading of wheat, especially with reference to the crop of the present season; therefore, be it

"Resolved, That this meeting reiterate its request that the Western Grain Standards Board be called together at the earliest possible moment for the purpose of setting and re-adjusting the commercial grades and of dealing with such other matters as may come within its jurisdiction.

MILWAUKEE ELEVATOR AT EAU CLAIRE, WIS.

The Milwaukee Elevator Company of Milwaukee on December 21 purchased the elevator and grain business of the W. J. Davis Elevator Company at Eau Claire, Wis., paying therefore about \$20,000. The elevator transferred is shown in the accompanying engraving, for which we are indebted to the courtesy of the Eau Claire Telegram. Architecturally it is a decided innovation on the usual style of American country elevators.

Mr. Davis, who bought the plant of Jos. Chapman of Minneapolis about six years ago, when it



MILWAUKEE ELEVATOR COMPANY'S ELEVATOR AT EAU CLAIRE, WIS.

was "going begging," has revived the grain business at Eau Claire, and retires now only to give more attention to his milling interests (Wilke-Davis Milling Company) and to his shipping business from other points than Eau Claire.

The Eau Claire business of the Milwaukee Elevator Co. (which owns about 50 elevators in the Northwest) will be in the hands of Julius C. Peterson who has been Mr. Davis' confidential clerk for the past seven years. He will be assisted by F. M. Taylor, Jr., from the home office of the company. All the old employes will remain.

ELEVATOR LEGISLATION IN IOWA.

The Iowa legislature, now in session, is to have placed before it, a bill for a law to require railroad companies to grant elevator sites on their right-of-way to all applicants. The bill will be patterned, it is said, after the Minnesota law. It provides that if any person or corporation desires a site for an elevator one must be granted by the railway company from whom it is asked. The elevator shall be located between the outside switches of the yards, unless some other location is mutually agreed on. In case the party asking the privilege and the railroad fail to agree on a site, the board of Railway Commissioners is to inform the railway corporation that it will on a certain date visit the locality and determine on a site, but not upon compensation. The sheriff of the county can appoint appraisers who are to determine what the compensation shall be.

OKLAHOMA GRAIN INSPECTOR.

Gov. Ferguson of Oklahoma on December 29 appointed A. H. Jackman of El Reno to be territorial inspector to succeed the late Col. C. T. Prouty, "turning down," the late Colonel's son, Frank Prouty, secretary of the Oklahoma Grain Dealers' Association, whose appointment was urged by that body. In making this appointment the Governor required that the inspector should be in no way connected with the grain dealers' association, although there is no legal requirement to that effect.

It is reported from Guthrie, however, that Gov. Ferguson before making this appointment unearthed and read the railroad and warehouse law of the territory, and found there was no provision in it for inspecting grain when delivered in wagon; at which he assumed the interests of the farmers are neglected while those of the shippers are protected by the law; hence the appointment of Mr. Jackman under the conditions named.

It is further "understood" that the Governor will in his next message to the territorial legislature recommend "that the law be changed so as to afford the grain producer the same protection as the grain dealer [has] in the matter of grading and weights."

He will also recommend, "it is understood," that the present county weighmaster law be changed. The law now provides for one county scale in each county, but the Governor will recommend one of two plans to better the service. The one plan is to increase the numbers of county scales; and the second is the appointment of a state inspector of weights and measures who shall have a deputy in each county who shall do the work and report to the state inspector. The Governor is said to contemplate making the scale at each of the elevators an official scale, to be inspected by the deputy at various times (prosecuting the elevator owner should he tamper with it). The deputy would also inspect and grade the grain offered at the elevators either personally or through assistants; and in this way the office of grain inspector, the Governor thinks, would be changed or done away with, and both the producer and the shipper would have "protection, though not favoritism." The deputy might also be made cotton inspector, it is thought.

Then the Governor proposes to resurrect the Board of Warehouse Commissioners which has been moribund for several years, and require them to meet once a year and make an annual report to the Governor of the territory, showing the work done by the inspectors, the amount of grain inspected and the fees collected and any other necessary data. The law provides that the grain inspector's salary shall not exceed \$1,000; that he shall give bond to the amount of \$10,000; have one deputy inspector, to receive not more than \$600, and three assistants to receive not more than \$300, the deputy and assistants to give bonds to the amount of \$2,500. All of these bonds, it is provided, shall be approved by

the Board of Warehouse Commissioners, but there is nothing in the Governor's records to show that the Board has held more than one meeting (four years ago) or that they approved of any bonds other than the first one of Colonel Prouty. The Colonel's word seems, therefore, to have been as good as a bond; for no one seems to have known or thought he was acting without bond; and yet his work was good and above reproach.

IN MEMORIAM.

The following resolutions of respect on the death of Col. C. T. Prouty have been adopted by the Advisory Committee of the Grain Dealers' National Association, composed of the following named gentlemen: Geo. A. Wells, chairman; Geo. A. Stibbens, E. J. Smiley, H. B. Dorsey, S. B. Sampson, Geo. Beyer, J. H. McCord, J. J. Quinn, G. C. Julius Spoerri, M. G. Ewer, and Chas. Barta.

Whereas, Death has called our friend, colleague and ex-chairman, Colonel C. T. Prouty; and

whereas, Colonel Prouty, by his genial and warm-hearted nature, had won the confidence and close friendship of the members of this Committee, and by his energy and personal interest in association work had become an important factor in the Grain Dealers' National Association and the Advisory Committee; therefore,

Resolved, That we, the members of the Advisory Committee of the Grain Dealers' National Association, do hereby express to the bereaved family our deepest and most sincere sympathy and assurance that we share with them in mourning the loss of a true friend and colleague; and that the Grain Dealers' National Association has lost a most valuable officer and member; also

Resolved, That a copy of this resolution be forwarded to the family of the deceased, and also that the same be published in the grain trade journals.

Thieves stealing grain from elevators have been reported from two states during the past thirty days. In Illinois the thieves were arrested and held for trial. At Waverly, Minn., the Cargil Elevator's manager set a steel trap, which did its work; but a confederate filed the thief loose before morning came. They took the trap.

There is no distinctive "oat belt" in Kansas as there is of most other crops, says the State Journal. One can draw lines on wheat and barley and flax and on corn to a large extent, but it cannot be done so definitely on oats. Oats are grown all over the state and their production is pretty well scattered. At the same time there is a chain of counties across the state from north to south, just on the east border of the wheat belt, which are the big oats counties. Some of these grew more than a million bushels this year, and all grew more than a half million. The total acreage to oats in the state in 1903 was 1,225,660 and the yield 28,025,729 bushels.

Past year has been one of peace, prosperity and progress. Wall Street is an exception. They doped an innocent public with watered stocks, but finally hurt themselves. General business was shocked, but it assisted in making labor reasonable. Balance of trade this year will be over four hundred millions in our favor. We owe Europe less than ever before. Our farmers produced over \$2,500,000,000 of grain and hay. They are no longer compelled to put their surplus upon the bargain counter. Foreigners do not appreciate this fact. Consumption of everything in this country is greater than ever before. Farmers take daily papers, have rural delivery, interurban cars, telephones and other luxuries. Prosperity will continue next year. Bunches may not be as large. Many people will be conservative. Railroad net earnings may show some decreases instead of continued increases. Railroads will make more improvements soon as money becomes easier. Merchandise stocks are moderate. It is too early to talk about crops. Labor will continue well employed, but capital will become an equal partner. Presidential election may become interesting if the Democrats get together. The harder Wall Street kicks on "Teddy," the stronger he will be with the people. Sentiment is more powerful than money in politics.—C. A. King & Co., Toledo.

PITTSBURG GRAIN AND FEED DEALERS.

The Allegheny County Grain, Hay and Feed Dealers' Association now include in its membership list 80 of the 110 dealers in the county. It has a permanent office in the Hay, Grain and Flour Exchange, which is managed by J. W. Cassell, the business representative of the Association. It is his business to keep members informed upon all matters in connection with the local trade.

Since the organization of the Association, a few weeks ago, the twin abuses of peddling and long credits have been mitigated. Collections are more prompt, and those who had been in the habit of "kiting" their accounts from dealer to dealer and "working" every easy firm in the wholesale trade have been made to pay cash.

The officers of the Association are John Johnston, president; William M. Herb, vice president; W. C. Maxwell, secretary; A. H. Sunshine, treasurer; W. N. Gordon and officers of the Association, executive committee, of which Mr. Gordon is chairman.

It is predicted that within a short time all of the dealers in the county will be members of the organization, as its usefulness is being made apparent every day.

REPORT ON CHICAGO GRAIN INSPECTION.

The following is a copy of the report of a special committee presented to the Board of Directors of the Board of Trade of the city of Chicago, at its meeting held December 22, 1903. The majority report was adopted by the directors:

Chicago, December 15, 1903.

To the Board of Directors of the Board of Trade of the City of Chicago—Gentlemen: Your Committee appointed under the following resolution passed by the Board of Directors:

RESOLVED, That a committee of five be appointed by the President to take up the whole question of inspection, and make a report to the Directors on the alleged irregularities in the inspection of grain—

beg to report that public notice was posted on the blackboard of the Exchange Hall, requesting any one having complaints or grievances respecting the irregularities in the inspection of grain to appear before your committee with such complaints.

Your committee, after comparing samples of different grades of grain, and after partial examination of contract grain in several of the regular elevators, and considering all the evidence presented to them and obtained regarding the inspection in as well as out of elevators, are of the opinion that there are and have been irregularities in inspection of grain in this market. The present officials of the Inspection Department have established the inspection into Chicago so high that good, sound, reasonably clean and in good condition wheat, corn and oats as they arrive from the country, rarely grade better than No. 3, and it is practically impossible for the farmer or country shipper to satisfy the requirements for contract grades unless the grain is almost perfect, which happens about one crop in ten, and even then the excuse that the grain is not clean enough generally results in its being graded No. 3. The rules for the inspection of contract grades do not call for absolutely clean grain; they call for "reasonably clean." In consequence of this high inspection into Chicago the contract grades are almost entirely made by elevator owners who make a business of cleaning and mixing grain, which is inspected into regular houses from cars or boats shipped from cleaning houses.

In the contract grades of corn and oats, heavy losses were caused shippers and buyers East during the past few months by grain arriving in bad and heating condition, the result of lax out-inspection. The State of Illinois Inspection Department being supreme, formulating its own rules as to what shall constitute the grades of grain made deliverable on contracts on the Board of Trade and interpreting its own rules through its own inspectors and its own appeal committee, has in the past made it impossible for the Board of Trade to have any voice

in the premises or to lend any help in the correction of abuses. It has declined to recognize regularly accredited and constituted committees of the Board of Trade, but has always insisted upon "open meetings" when complaints or grievances were to be heard, in which nothing could be accomplished in the bettering of conditions where complaints appeared justified in the opinion of the Board of Trade officials.

On Saturday, the 5th instant, your committee met Mr. A. L. French, Railroad and Warehouse Commissioner; Mr. Joseph E. Bidwell, Chief Grain Inspector, and his three first assistants, with the view, if possible, of securing some concessions from the State Inspection Department that would allow of the Board of Trade having some voice in the inspection of grain in an advisory capacity, to which it certainly is entitled; and to urge that the Board of Trade also be given the privilege of presenting names from which two of the three of the Appeals Committee be annually selected, which would give that committee a better understanding with the trade than it now has because of the prevalent belief that, as at present constituted, it is not independent in its conclusions, but is controlled by the



H. C. MORGAN,
Organizer of the Allegheny County Grain, Hay and Feed Dealers' Association.

previous conclusions of the Chief Grain Inspector or his deputies.

A reply to the request of the committee was promised the following Tuesday. Receiving no reply, the following note was sent to Mr. French on Saturday, the 12th inst., viz.:

Chicago, December 12, 1903.

Hon. A. L. French, Railroad and Warehouse Commissioner, Chicago—Dear Sir: The committee which met with you and Mr. Bidwell Saturday last have been waiting reply from you, promised Tuesday last, to their request that your Department allow the Board of Trade to present names from which you will annually select two of the three of your Appeals Committee, and that where conferences are desired or complaints to be adjusted you will treat the Board of Trade through a properly accredited committee.

As yet we have nothing from you, and as the committee will make its report Monday, it is necessary to make your reply prior to that time.

Awaiting such reply, I beg to remain,

Yours truly,

H. B. SLAUGHTER, Chairman.

To which Mr. French replied the same date, as follows:

December 12, 1903.

Mr. H. B. Slaughter, Chairman, Special Committee, Board of Trade, Chicago—My Dear Sir: Acknowledging receipt of your letter of this date, I have to say: Our Commission will be pleased to at any and all times treat with the membership of your Board through a properly authorized committee in matters where controversy arises over the inspection of grain. Of course, you understand that, being state officers, with our duties prescribed and defined by law, we cannot, neither do we desire.

to prevent any individual, whether a member of your Board or not, from filing complaints before our Commission and giving them a fair and equitable hearing on any and all matters which they may desire to present to this Commission.

However, we are as well aware as yourself of the confusion that this very often brings and nothing will please us more, whenever it is possible to give satisfaction to all concerned than for us to treat with your Board through this committee.

In the matter of the appointment of Appeals Committee, I quote you the law, which is as follows:

"Sec. 162. Committee of Appeals. Within twenty days after this act takes effect the Board of Railroad and Warehouse Commissioners shall appoint three discreet and competent persons to act as a committee of appeals in every city wherein is located a warehouse of Class A, who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee of appeals shall be appointed by said commissioners, who shall hold their office for one year and until their successors are appointed. Provided, said commissioners shall have power, in their discretion, to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discreet persons."

As to the qualifications of this committee, I further quote you from Section 164, which is as follows:

"Provided that no person shall be appointed to serve on the committee of appeals who is a purchaser of or a receiver of grain, or other articles, to be passed upon by said committee."

You see from the quotations above given that we are left no discretion in this matter. I will say, however, that we invite and will be glad to receive suggestions from the members of your committee as to the names of men who, in your judgment, would be competent to serve on this committee, and it will afford us pleasure to comply with your wishes whenever we can consistently do so.

I remain, yours very respectfully,

A. L. FRENCH, Commissioner.

The decision as embodied in the reply of Mr. French is not satisfactory to your committee, as it is indefinite and leaves matters practically where they have been heretofore. There is nothing in the statutes quoted that would debar the inspection department from allowing the Board of Trade to submit names from which two of the appeals committee should be selected, and there are several precedents where members of the Board of Trade have served on the appeals committee in the past. Your committee, can, therefore, only conclude that it is the intention of the Inspection Department to continue its policy of the past seven or eight years in arbitrarily conducting the inspection of grain in this market irrespective of the desire of the Board of Trade or the general trade, which in the past has resulted in constant dissatisfaction.

In view of the stand taken by the Inspection Department your committee recommends, as the only remedy left, that the Board of Trade employ competent judges of grain to supervise the grain going into and out of regular elevators, in order that the interests of the trade and the interests of the members of the Board of Trade be properly protected, and where evidence of wrong is obtainable, that the Board take summary legal action against the state officials under the bonds given by them and that proper publicity be given such wrong doing.

Regarding the quality of No. 1 Northern wheat in store, your committee are of the opinion that the wheat is of good quality and condition and compares favorably with the same grades of the past three or four years. In that period, as now, your committee believes that there has been admixture of Hard Winter in the No. 1 Northern grade. The Inspection Department is equally positive there has not been and there is none now. However, your committee believes the proper interpretation of the rule governing the grade of No. 1 Northern wheat, which reads as follows: "No 1 Northern Spring wheat must be Northern-grown Spring wheat, sound and reasonably clean and of good milling quality, and must contain not less than 50 per cent of the hard variety of Spring wheat," calls for a better quality than is at present accepted for No. 1 Northern, and more care should be taken by the Inspection Department to eliminate the admixture of Hard Winter wheat.

In connection with the foregoing, because it would tend to stop the practice of mixing Hard Winter

with Spring wheat in the one Northern grade, by reducing the profit and consequently the temptation, your committee suggests that the discount at which No. 2 Hard Winter wheat may be delivered on contracts be reduced to equal what may be determined, as near as may be, to be a fair difference in value for milling purposes between Hard Winter and Spring wheat of equal quality. Such a change would make Hard Winter more easily available for delivery on contracts than Spring wheat, as the former is naturally tributary to Chicago, while the latter is not now so, and Spring wheat which now comes to this market is brought here only at a cost far in excess of its actual value for milling purposes, when compared with the cost of Hard Winter wheat delivered Chicago.

Your committee considers the discount of five (5) cents per bushel excessive.

In the grading of oats, the grade of Standard contract oats adopted last year was designed to let the trade have ordinary good white oats grade contract without being too high to get from the country and not too low to satisfy the requirements for horse food, such oats in fact as formerly graded No. 3 White, and it was distinctly understood that the grade of "Standard" was a reduction in the grade to meet the wishes of the trade both East and West. Notwithstanding this, however, the bald fact remains it is still just as difficult for the grower or country shipper to get such oats graded into Chicago as Standard, as it was formerly to get oats to grade No. 2 White, whereas the contract Standard oats in store are not equal to many of the fresh country arrivals of oats graded as No. 3 White. The oats examined in store, however, your committee consider as up to grade requirements.

Your committee cannot close this report without adding a few words of assurance to the members and directors of the Board of Trade, that in the investigation and making this report, they have been actuated by a sincere desire to get at the real facts without fear or favor, and with the determination to benefit the trade as a whole and not any one branch at the expense of another, to be absolutely fair and do nothing to harass any branch of the cash or future business.

Your committee hopes and believes that all interests would be best served in the end by a fair, reliable and uniform "in" and "out" inspection.

Respectfully submitted,

H. B. SLAUGHTER.
WM. DUNN.
F. B. RICE.

I concur in the report of the committee except as to the clause referring to the making of Hard Winter wheat a contract grade deliverable on contracts.

R. S. JOHNSTON.

Chicago, Illinois, December 15, 1903.

To the Board of Directors of the Board of Trade of the City of Chicago—Gentlemen: The undersigned, member of your committee, is unable to concur in the report submitted by the majority of the members of your committee in so far that he is unwilling to subscribe to the statement that the letter of Commissioner French is unsatisfactory, for it seems plain that the Commissioner in his letter has conceded all that the Railroad and Warehouse Commission is empowered to concede under the existing law, and furthermore he believes that more immediate and effectual good can be obtained by the appointment of a grain committee, as was originally suggested, to co-operate with the inspection department in the correction of the abuses set forth than by the method of procedure outlined in the report of the majority of the members of your committee.

Also, the Commissioner in his letter says, "That we invite and will be glad to receive suggestions from the members of your committee as to the names of men who, in your judgment, will be competent to serve on this committee (Appeals Committee), and it will afford us pleasure to comply with your wishes whenever we can consistently do so"; and the undersigned believes that names of men satisfactory to the members of this Exchange, and whose appointment would not be contrary to

the provision of the warehouse law, as quoted by Commissioner French, can be submitted to the Railroad and Warehouse Commission, and that the Railroad and Warehouse Commission can be induced to appoint two of the men so selected to membership on the Committee of Appeals.

The plan, as originally outlined in discussion at the meetings of your committee, contemplated the appointment by the Directors of the Board of Trade of a special grain committee selected from among those members who are actively engaged in the cash grain business, and who are competent judges of quality and grades, to whose attention complaint of any improper or irregular grading should be brought, and who should, if they thought the circumstances justified it, take up the matter of such improper or irregular grading with the Inspection Department and endeavor to secure a prompt correction of the evil. It is to such a committee that Commissioner French refers in his letter when he says: "Our commission will be pleased at any and all times to treat with the membership of your Board through a properly authorized committee in matters where controversy arises over the inspection of grain."

Respectfully submitted,

CHARLES B. PIERCE.

Following the adoption of the above report the resolution below was adopted by the Chicago Board of Trade directors (January 6):

Resolved, That the other inspection committee and the grain committee, jointly, be authorized to employ one or more competent persons to examine grain going into and out of elevators declared regular warehouses; and also, to examine grain in which members of the Board of Trade are interested and which may be stored in other places than regular warehouses in Chicago; and if evidence of wrong or unfair inspection of such grain is discovered such evidence shall promptly be submitted to the committee and to the state grain inspection department. Should the state grain inspection department refuse to adjust such wrong or unfair inspection, then the joint committee shall collect evidence and submit the same to the board of directors of the board of trade, in order that legal action may be taken against the proper officials of the state grain inspection department under and by virtue of bonds given by such officials for the protection of the public and for the proper performance of their duties, that the aggrieved party or parties may recover the amount of loss sustained arising from such wrong or unfair inspection.

Certain shippers also are talking of having created a committee of three grain experts, who shall be paid a salary of \$5,000 a year, which is deemed sufficient to secure the services of good men, to pass on shipments of contract grain from store, so as to assure the maintenance of a high standard of grades. It is urged that so much has been said and is being said constantly in criticism of the state inspection that the Board of Trade ought to adopt some such system to reassure eastern and foreign buyers. The suggestion has been talked over with various directors individually, but has not yet reached the directory.

UNITED GRAIN COMPANY CHANGES.

On Jan. 1, 1904, the United Grain Company, which recently succeeded Churchill & Co., the Paddock-Hodge Company and the Churchill-White Grain Company, opened an office at South Bend, Ind. At this point is located the terminal elevator of the 3-I. R. R., hitherto described in these columns, which is operated by the United Grain Company, which also owns and controls twenty-one country elevators on that railroad.

The opening of this office is made necessary by the large and increasing business of the company from the I., I. & I. road and its connections. This routing is proving to be a popular and rapidly increasing gateway for the outlet of grain from the great grain raising states of the Middle West.

The United Grain Company has a private wire from Chicago to New York, connecting with all its offices at Chicago, South Bend, Toledo and Buffalo and with its terminal elevators at all these points. Mr. Geo. A. White, of the old firm of the Churchill-

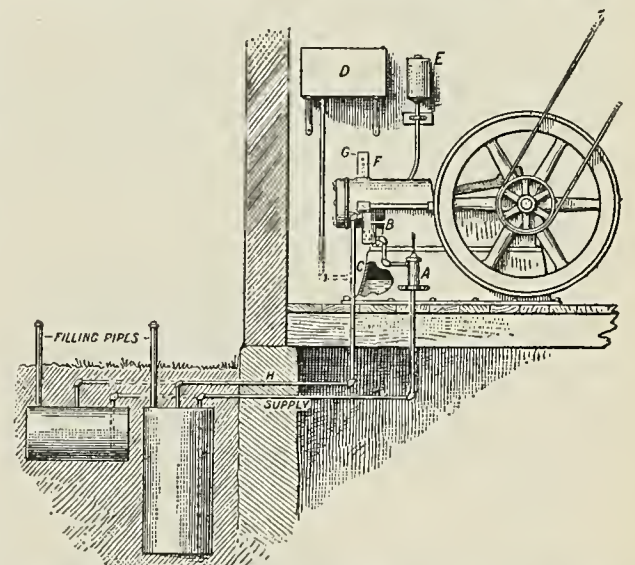
White Grain Company, will be in charge of the South Bend office.

SUPPLY TANKS FOR GASOLINE ENGINES.

It is essential that gasoline used to generate gas for a vapor engine be stored in such a manner that there is no possible chance of leakage. With this end in view a writer in the Blacksmith and Wheelwright suggests the arrangements shown by the accompanying drawing.

The pump A is operated in various ways by mechanism on the side-rod. It pumps the gasoline, a little at a time, directly from the underground tank, and delivers it to the vaporizer B, which generates gas for the cylinder. Should the vaporizer receive too much oil, the surplus is returned to the supply tank by the overflow pipe H.

The same arrangement would prevail were the gasoline supply stored within the engine base, as shown by C; the gasoline would be pumped to the vaporizer, while any overflow would be returned to the base. Tank D, which is supported by wall-brackets, delivers gasoline to the vaporizer B when the engine has no pump, the flow being by gravity and the delivery being regulated by a valve at the vaporizer, no overflow pipe being necessary. This tank contains only a few gallons, while the under-



ground tanks may contain from 20 to 60 gallons, according to the quantity the user may wish to carry.

Tank E is similar to that on a gasoline stove, and is needed only where the ignition is by hot tube. The gasoline flows by gravity to a burner on side of cylinder, which heats the tube F, that explodes the gas. This tube is kept red-hot by the burner, getting its draught through the chimney G. Where the gas is ignited by an electric sparker, the tank E, the burner (which is not shown), the tube F and the chimney G are unnecessary. The electric sparking apparatus may be operated by the balance-wheel, geared mechanism, or by batteries, the wires leading to the combustion chamber, where the spark is made by electrodes.

These supply tanks confine the gasoline absolutely; in fact, the gasoline has no chance to escape excepting into the iron walls of the vaporizer, where it is generated into gas for the combustion chamber and ignited automatically by the sparker, causing an internal concussion that forces the piston into a power stroke for operating machinery. The underground tank is, of course, preferable where a good sized engine is used and where it is necessary to store a quantity of gasoline.

The farm machinery department at the Iowa State College at Ames, Ia., has received a machine made especially for sorting corn kernels. The machine was used in testing during the school held the first two weeks of this month. The department will also experiment on calibrating corn planters to plant an equal number of kernels in each hill, which the department believes will increase the yield 20 per cent. This is accomplished by securing an even stand. Seven or eight different makes of planters have been offered for calibration.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

STILL AN INTERESTED READER.

Editor American Elevator and Grain Trade: The writer of the enclosed item is the person who some years ago won the \$50 prize offered by the "American Elevator and Grain Trade" to the person estimating nearest the amount of wheat that would be exported from all ports of the United States during a certain January; and he still cherishes a kindly feeling for and interest in your publications, and especially for their very kind editors.

As your publications still come to the plants where I am employed, I, of course, still read them. Wishing for you still greater success and prosperity for the New Year than you have hitherto enjoyed, I am happy to subscribe myself,

Very truly yours, ED. LEE.

Jonesboro, Ill.

THE MCFARLIN GRAIN COMPANY.

Editor American Elevator and Grain Trade: I notice an item in your Iowa notes about the McFarlin Grain Company receivership, and will briefly state that the suit has been settled out of court. The company was not at all insolvent, have 190 per cent of the stock in cash assets; but a disagreement between two of the principal stockholders as to the winding up of the company's affairs caused one of them in a fit of vexation to rush into the courts to have the corporation annulled.

The writer sold his interest with the company some four years ago and organized the Des Moines Elevator Company, and the McFarlin Grain Company sold all their property to the Neola Elevator Company in December, 1902.

If you will kindly mention these facts in the January issue of your valuable journal, it will tend to keep history straight and be appreciated by

Yours truly, M. M'FARLIN.

Des Moines, Ia.

NEW RAILROADS TO MEMPHIS.

Editor American Elevator and Grain Trade: Memphis now has twelve lines of railway, including the 'Frisco line from Chicago and St. Louis to Memphis which has been opened in the last few months. What is called the White River branch of the Missouri Pacific Ry., or the Iron Mountain Ry., is being built to Kansas City.

The Missouri Pacific is also building, on the west bank of the Mississippi River, a line from Memphis to New Orleans. A 'Frisco survey is made for their line paralleling the same; and the 'Frisco has recently perfected a traffic arrangement by which it gets a through line to New Orleans and Mobile via Tupelo and the Mobile & Ohio R. R.

The Memphis & Gulf R. R. is being constructed from Pensacola north to Memphis. This, with the railroads already operating here, will give you a very fair idea of the railroad situation at Memphis.

Yours very truly,

Memphis, Tenn.

I. F. PETERS,

Industrial League Commissioner.

IMPROVED AUTOMATIC SCALES.

Editor American Elevator and Grain Trade: We notice in your December issue a letter from a Nebraska shipper entitled, "Bad Weighing Makes Shortage."

We think the best way to prove correct shipment would be to automatically weigh the grain. There are now on the market several good automatic weighing machines which are proving reliable and possess certain advantages for weighing grain in small elevators. We have recently seen a model of an English scale, made by the Richardson Scale Company, which promises wonderful accuracy in its results. We understand these and similar machines are used quite extensively abroad, the grain trade in Europe being educated to the use of automatic weighing. We certainly think that the trade can be

supplied with a reliable automatic scale which would furnish the most accurate and reliable means of weighing grain.

Yours very truly,

MACDONALD ENGINEERING CO.,
Chicago, Ill. J. A. Macdonald, President.

FROM TWO STATES.

Editor American Elevator and Grain Trade:—The Iowa Elevator Co. is building elevators of 10,000 bushels' capacity and cribs at Fremont and Bentley, Iowa, on the new extension of the C. G. W. from Fort Dodge to Omaha.

The Lafontaine Grain and Stock Co., Lafontaine, Ind., has a new elevator at this place enclosed and are installing machinery. They are making extensive repairs at Treaty.

Jones Bros. have nearly finished a 20,000-bushel capacity building at Aylesworth, Ind., on the site of one burned last fall.

E. A. Grubbs Grain Co. has added a hay and flour warehouse to their plant at Strawns, Ind.

Mr. Bennett Taylor of Lafayette, Ind., who owns elevators at Raub and Taylor, besides having interests at several other points, has purchased the interest of Mr. Bell in the Crabbs-Reynolds-Bell Grain Co. with headquarters at Lafayette. They operate a number of houses near that city. Mr. Bell retires in order to move on account of his wife's health.

B. Noftseger of Rochester, Ind., has recently completed a fine, modern elevator at Walnut, Ind. He operates others at Germany, Athens, Tiosa and Rochester.

Woodbury & Files of Muncie, Ind., have entirely remodeled their building at Matthews and have installed a new Western Sheller and other cleaning machinery.

Yours truly, TRAVELER.

THE NEWS FROM MICHIGAN.

Editor American Elevator and Grain Trade: The Christian Breisch Co., Lansing, has just increased the force in the bean picking department from forty to sixty hands.

F. S. Lockwood & Co., Lansing, have completed their large warehouse. The second floor is used for the bean picking department, where they employ several girls.

Albert Todd erected late last fall a large warehouse, 50x80 feet, for hay at Bennington. He also erected another house of the same capacity at Henderson, twelve miles north of Bennington.

F. E. Kelsey & Co., Caro, Mich., have just finished building a large brick addition to their elevator. They use the first and third floors for storage rooms and the second floor for their bean picking department. They have put in a Clipper Bean Cleaning Machine, two sets of scales, elevators, etc.

The Elkton Elevator Co., Elkton, has completed a new addition which is 140x26x24 ft., and installed a new Ohio Motor Gasoline Engine of 14 H. P. and one roll bean picker; also three sets of scales and one set Victor Wagon Scales. The building is new, 265 ft. in length, with a capacity of 10,000 bushels. The hand-picking room is on the second floor, where are employed eight or ten girls. The company has recently put in two large gasoline lamps. They have a very nice office 15x24 ft., located on the west side of the building.

The Bad Axe Grain Co., Bad Axe, has finished an addition to the elevator, 100x28 ft. in size, for the storage of beans, peas and seeds. The second floor of the above building, which is 24x28 ft., is used for hand-picking beans. The company employs twenty-four pickers and will double force and capacity next year. They recently put in a new 15 H. P. Fairbanks-Morse Gasoline Engine in the elevator and a new set of scales in the warehouse. The addition of a new No. 9 Clipper Cleaner for beans exclusively and one of E. Knapps & Co.'s Rubber Roll Pickers makes this an up-to-date bean handling elevator.

Bickle Elevator Co., Ltd., Sanilac Center, has built a room 10x30 ft. in size for hand-picking beans, and installed a Clipper Bean Cleaner, and 30 hand-picking machines and the Giant Bean Picker.

The Ruth Elevator Co., Ruth, has partitioned off

a very nice little office on the first floor, and built a 16x30-ft. gasoline shed where they store their oil, which they buy by the carload.

The Sparling-Pierce grain elevator at Ubyly was completed in November and they have had a nice trade since that time. The elevator is 28x40 ft. in size, with 14 bins; each bin will hold 1,000 bushels. It is fitted with Fairbank 8-H.P. Gasoline Engine, and Fairbank Scales, also Osgood Wagon Scales, grain separator, Clipper No. 9 and Clipper No. 2 Clover Seed Cleaners. The warehouse is 25x28 ft. They expect to erect a warehouse 28x56 ft. in size in the spring.

The Wallace Elevator Co.'s addition to their elevator at Kinde is now completed. It is 30x30 ft. and 42 ft. to eaves. Mr. Wallace installed two new sets of Fairbanks Scales, also two No. 89 Clipper Cleaners for beans and peas, and a No. 6 for grass seed. He will erect another addition in the spring as soon as the weather will permit, which will be 30x70 ft. in size, for bean hand-picking and warehouse. Hand-picking will be on the second floor in a room 20x30 ft. in size. The capacity of the elevator will then be 30,000 bushels.

H. N. Ainsworth, at Owosso, who burned out last July, has a new building now and is doing a nice business again.

Green & O'Connor, Deckerville, have their new elevator very nicely started. It is to be 30x50 ft. and 82 ft. high, with 14 bins. The capacity will be 35,000 bushels. They will install 25-H.P. engine, feed grinder, large Clipper Cleaner, Fairbank Scales, also a set of Howe Scales, bean cleaner, grass seed cleaner, etc. The office and engine room will be built at the end, 14x30 ft., two stories high, of which the second floor will be used as the bean hand-picking room. A storage room also, 24x60 ft., will be built at the other end of the building.

H. Baird, at Carsonville, has installed a No. 9 Clipper Grain Cleaner, shafting, etc. Mr. Baird has completed his new hay warehouse, with capacity of 60 tons.

PILGRIM.

ARGENTINE AND CORN.

The exports of corn from the Argentine jumped in one year from 2,155,843 bushels (1894) to 30,323,207 bushels in 1895, and since then they have not fallen below 28,000,000 bushels (1898 and 1900) and have gone as high as 61,698,882 bushels (1896). B. W. Snow thinks that the impression that the southern republic is really to be a factor in the corn trade is more or less erroneous—its influence overestimated, at least. He quotes the following tables of exports of corn from Argentina:

	Bushels.	Value.
1903	42,140,000	—
1902	38,004,000	—
1901	43,697,107	\$18,131,510
1900	28,018,671	11,456,640
1899	43,853,700	12,521,280
1898	28,171,982	8,903,040
1897	14,729,864	5,259,840
1896	61,698,882	15,355,200
1895	30,323,207	9,785,376
1894	2,155,843	1,004,160
1893	3,306,050	1,515,840
1892	17,518,875	8,218,560
1891	2,589,252	1,392,000

And says (in Orange Judd Farmer) that, "The district in which corn is a natural crop in that country is somewhat restricted, both by reason of soil and climatic conditions. It comprises northern Buenos Ayres and southern Santa Fé. Here corn is the principal crop; and there is a more complete utilization of available area in this particular district than will be found in any other part of Argentina. Farther north it is too near the equator, and corn is not a safe crop, while farther south summer and fall drouths are too frequent to make a crop requiring a long season a safe one. The climatic conditions, even at the best, are nowhere ideal for its production. In the district where there is sufficient rainfall during the long season required for its growth and ripening, the climate at harvest time is much too moist; and there is no freezing weather to facilitate curing. As a result, the corn dries very imperfectly and does not lend itself to

sea shipment. This is illustrated by the fact that the export trade for a number of years has been very uniform and by the further fact that exporters engaged in handling corn alone are regarded in the River Plate as being engaged in an extra hazardous commercial occupation.

"A very large percentage of all the corn that is grown in Argentina is exported, as the domestic consumption is limited mainly to the small amount which is used for human food and as food for work animals in cities. Very little or no corn is used in the production of meats."

A NEW SOUTHERN ELEVATOR.

The accompanying cuts reproduced herewith from the architect's drawings represent the new elevator and warehouse recently built at Columbia, Tenn., for the City Grain and Feed Co. The elevator, it will be noted, is located at one corner of the main warehouse; and while it is not very large, it has ample handling and cleaning capacity.

The two-story brick warehouse, triangular in shape, covers an area of over 200 square feet and is located immediately adjoining the L. & N. tracks

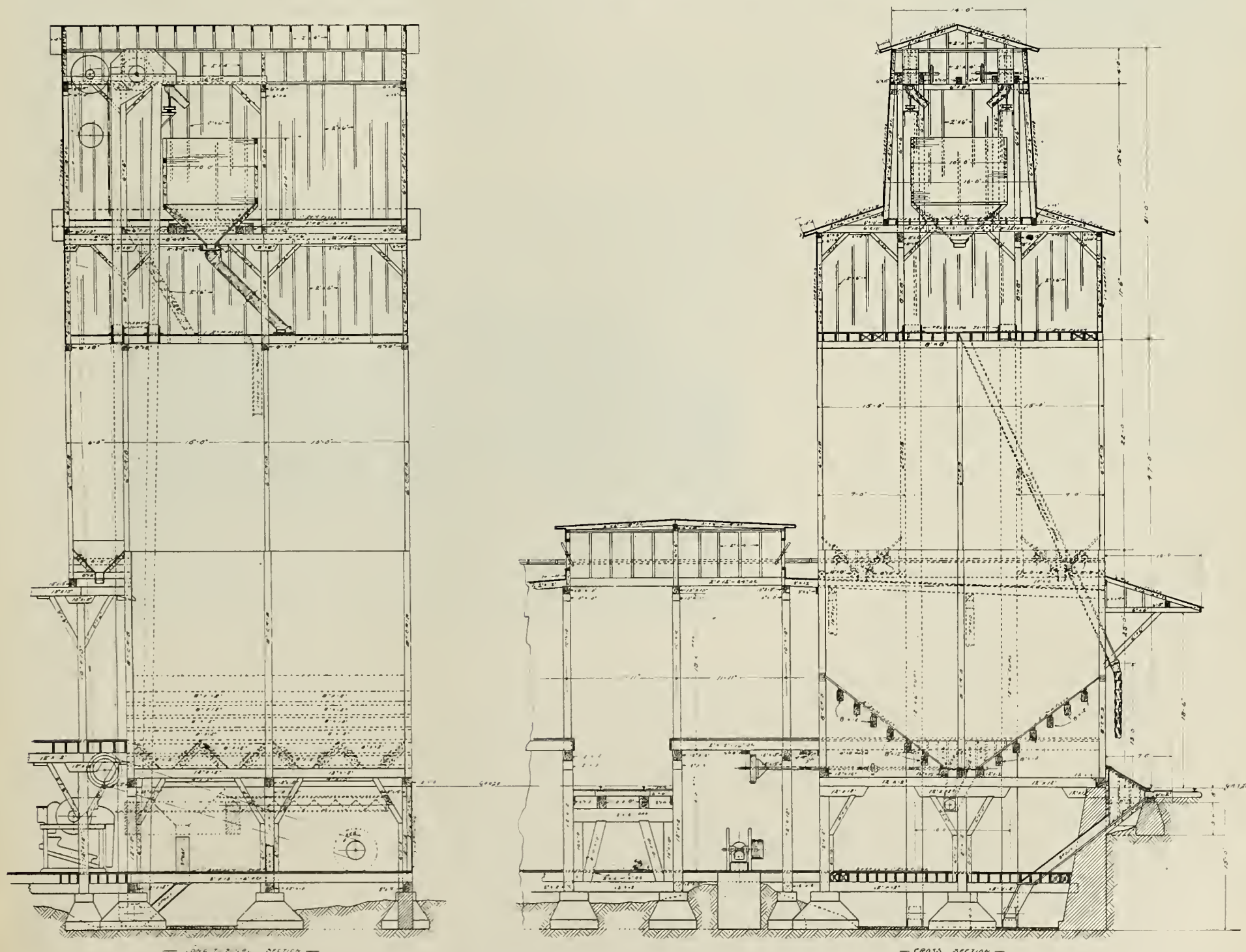
and has a switch running into the warehouse for loading and unloading purposes.

The entire plant has now been in operation for over two months and has been fairly tested in every way, and the owners say they are highly pleased with their property, and that it has enabled them to do a large amount of business on a very economical basis.

This entire plant was built from the foundation within a period of eight weeks. The Burrell Engineering Co. of Chicago both made the plans and superintended the construction.



EAST AND NORTH ELEVATIONS OF CITY GRAIN AND FEED CO.'S ELEVATOR AND WAREHOUSE, COLUMBIA, TENN.



LONGITUDINAL AND CROSS SECTIONS OF CITY GRAIN AND FEED CO.'S ELEVATOR AND WAREHOUSE, COLUMBIA, TENN.

DANIEL E. RICHARDSON.

Daniel E. Richardson, president of the Chicago grain commission firm of Richardson & Co. (Incorporated), and a member of the Chicago Board of Trade, died at his winter home in Montecito, near Santa Barbara, Cal., on the night of December 23.

Mr. Richardson had closed his home at Riverside, Ill., about two months preceding his death and had gone to his winter residence in California in hope of regaining his health.

The deceased was 57 years of age and was born in Montpelier, Vt. He first practiced law in Boston



THE LATE DANIEL E. RICHARDSON, CHICAGO.

for a few years, but on removing to Sharon, Wis., he engaged in the grain business. In 1884 he removed to Chicago and became a member of the Chicago Board of Trade, engaging in the grain commission business.

The firm of which Mr. Richardson was the head is one of the most important in the West. It owns a large number of country stations on the Santa Fé System more particularly and has terminal elevators at Chicago, Kansas City, Gainesville, Texas, as well as branch offices in Montreal, Winnipeg, Galveston, and so on.

Mr. Richardson leaves a widow, one son and a married daughter.

A PROTEST AGAINST NATIONAL INSPECTION OF GRAIN.

In view of the reintroduction in the U. S. Senate of the McCumber bill for a law to establish a national system of inspection of grain entering into interstate commerce, and for the further purpose of bringing before a body composed of regularly authorized delegates from the grain exchanges of the country the question of the feasibility of securing a more uniform grading of grain in the several markets by common consent and action independent of the government, a conference was called by Mr. John O. Foering of Philadelphia, president of the Chief Grain Inspectors' National Association, to be held at the Produce Exchange, New York City, on January 6.

There were present at this meeting the following named gentlemen: John O. Foering, of Philadelphia, who presided; Chas. England, Chamber of Commerce, Baltimore; Geo. F. Reed, Chamber of Commerce, Boston; Conway Ball, Chamber of Commerce, Buffalo; Otto E. Lohrke, Board of Trade, Duluth; P. B. Minor, Board of Trade, Indianapolis; John Valiant, W. H. Kemp, Jas. F. Parker, G. H. K. White, New York Produce Exchange; W. S. Upshur, Chesapeake & Ohio Elevator Company, Newport News, Va.; James B. Canby, Geo. C. Omerley and John Barker, Chamber of Commerce, Philadel-

phia; E. H. Culver, Produce Exchange, Toledo, Ohio, and John O. Foering, representing the Chamber of Commerce of Minneapolis, by proxy.

Mr. Foering in opening the session of the conference in substance said that the conference had been called in pursuance of action taken by the Chief Grain Inspectors' Association at its meeting held in Minneapolis in October last, at which rules for grading grain were adopted and recommended for general use in all the grain markets of the United States. He then read resolutions and communications from the following organizations, not otherwise represented, favoring a uniform system of grading grain and opposing the McCumber bill: Chamber of Commerce, Cincinnati; Board of Trade, New Orleans; Board of Trade, Albany; Grain Dealers' National Association; Merchants' Exchange and Board of Trade, Portland, Me.; Chamber of Commerce, Milwaukee, Wis.; Chamber of Commerce, Minneapolis; Grain Dealers' Association, Kingfisher, Okla.; Grain Dealers' Association, state of Indiana; Grain and Cotton Exchange, Richmond, Va., and Railroad and Warehouse Commission, St. Paul, Minn.

A strong communication from the Railroad and Warehouse Commission of Minnesota protesting against the passage of the McCumber bill, and a telegram from the Indiana Grain Dealers' Association, in session at Indianapolis at this date, to the same effect, were received and read.

The Louisville (Ky.) Board of Trade sent a communication in opposition to national grain inspection and uniform grades of grain, and the Merchants' Exchange of St. Louis sent a communication in favor of national inspection and uniform grades of grain.

After a full discussion the following resolutions were adopted:

Whereas: A bill having been introduced into the United States Senate "to provide for the fixing of a uniform standard of classification and grading of wheat, flax, corn, oats, barley, rye and other grains, and for other purposes;" and

Whereas: The passage of any measure disturbing the present system of boards of trade inspection, under which the present grain trade of the country has

power to appoint committees and carry out such line of action as this convention may determine upon.

Resolved, That these resolutions be sent by the various exchanges to their representatives in Congress, and that these representatives be also advised of the action of this meeting in respect to the formulation of uniform grades of grain for all grain markets.

Resolved, That it is the sense of this meeting that a uniform system of rules for grading of grain is desirable, provided such uniform rules can be drawn and presented as will be acceptable to the various exchanges interested.

Resolved, That the chairman appoint a suitable committee to take under consideration the subject of uniform rules for grading grain, and that the committee, on completion of their labors, report to the permanent chairman, and that he present the rules drafted to all grain exchanges for their consideration and adoption.

After adopting suitable resolutions thanking the New York Produce Exchange for courtesies extended, the convention adjourned subject to the call of the chair.

In accordance with the above resolution, President Foering has appointed the following gentlemen to prepare a set of rules for uniform grading of grain: Geo. W. Reed, Boston Chamber of Commerce; W. H. Kemp, J. F. Parker, New York Produce Exchange; Chas. England, Baltimore Chamber of Commerce; Jas. B. Canby, Philadelphia Commercial Exchange.

PERU ELEVATOR COMPANY.

Peru, Illinois, is located at the west end of the outlet basin of the I. & M. Canal, the head of steamboat navigation on Illinois river; and up to about 25 or 30 years ago practically all the grain handled there was shipped by water. However, during the past 25 years the business of the canal and river has largely gone to the railroads; and so we find the building of the Peru Elevator Company located on both the Rock Island and Burlington tracks, which here parallel each other just under the bluff upon which the residence part of the city is built.

The buildings of the company are entirely modern, the elevator having 50,000 bushels' capacity and



PREMISES OF THE PERU ELEVATOR CO., PERU, ILLINOIS.

been built up, would be injurious to the best interests of the producer, dealer and foreign buyer;

Resolved, That the delegates, representing the larger proportion of the grain markets of the United States, convened at the New York Produce Exchange, January 6, 1904, hereby declare their belief that the inspection of grain by the national government at terminal markets would be detrimental to the agricultural interests and the grain trade of the country; that we are absolutely and unalterably opposed to any attempt to exercise government inspection of grain; and, having from past experience found the supervision of inspection under political bodies to be entirely unsatisfactory, we are opposed to any attempt to exercise such supervision. We also declare in favor of having the inspection in all terminal markets under the supervision and control of the commercial organizations of such markets.

Resolved, That John O. Foering be and hereby is made permanent chairman of this convention, with

is equipped with grain cleaning machinery, oats clipper and steam power.

Adjoining the elevator is a building in which is machinery for the manufacture of corn meal, hominy and grits, including degreminator, dryer, etc. The capacity is 75 barrels of corn goods daily. Electric power is used in this building. The company handles also as jobbers both hay and flour, the flour warehouse having storage rooms for 1,000 barrels.

W. W. Holly is president of the Peru Elevator Company and F. F. Ladd, secretary and treasurer. Peru is admirably located for a business of this general character, a number of minor towns and villages, as well as rich country, being accessible by rail and river lines entering the town.

ANNUAL MEETING OF INDIANA GRAIN DEALERS' ASSOCIATION.

The second annual meeting of the Indiana Grain Dealers' Association was held in the Claypool Hotel, Indianapolis, on January 6 and 7.

President A. E. Reynolds of Crawfordsville called the meeting to order at 10:30 a. m. and welcomed the dealers in a short speech, in which he said they were welcome because it was to their business interests to be there but he was sorry that he could not extend a welcome to five times as many. The Indiana Association was doing more good to its members than any other association in the country. The Association was in the best shape that it ever has been. There was an increase in membership. All dealers see the need of the Association and are commencing to recognize their place in the work. Meetings of the board of managers had been held frequently and had impressed the trade that local meetings should be controlled largely by local dealers. The board of managers could point out the way, but the dealers would have to do the work. Much work has been done the past year, but there was plenty of work still to do. Indiana grain dealers are for the right and against the world if they are right, but never against it when wrong. The Association wished to stand in that position that when it resorted to arbitration of differences it did not wish to be found in the wrong. The bad conditions of a few years ago were due to speculators in the grain trade and these speculators were largely among the grain dealers. To-day the grain man is not a speculator, and associations have done a great deal towards improving conditions on these lines. We have prompt and reasonably quick shipments but rules do not mean enough and are not well defined. I know if I sell a car of grain to be shipped in ten days, it is my duty to fill my contract to the letter; and so with all dealers. It is the duty of the grain dealer to fill all contracts promptly and by doing this will avoid misunderstandings and promote integrity in the trade. If a man is always in trouble, the chances are that he is wrong; and we want to get our trade in such shape that we can fight for our members because we know that they are right. I am sorry to say that nearly all arbitration cases that we have had have been decided against our members, but it was not because of intentional wrong but because rules are not well defined.

The president received the following resolution for transmission to a committee meeting in New York of delegates from the various exchanges to oppose the passage of the McComber Grain Inspection Bill:

GOVERNMENT INSPECTION NOT DESIRABLE.

Resolved, That we, the members of the Indiana Grain Dealers' Association, in convention assembled, this sixth day of January, 1904, in the city of Indianapolis, do hereby petition Senator Fairbanks and Senator Beveridge to oppose the passage of a bill known as "S. 199," probably better known as the "McComber Grain Inspection Bill." Said bill is now before the Agricultural Committee of the U. S. Senate, the purpose of the bill being to place the inspection of grain under the control of the National Government; in other words, to create a new sinecure, and to place the inspection of grain at terminal markets upon the unsteady and ever changing basis of political patronage. Past experience now compels us to appeal to our Senators to use their best efforts to prevent the passage of said bill.

There was a very earnest discussion upon the resolution.

J. M. Brafford of Winnimoe did not favor it because he had always found satisfactory conditions existing in the Chicago market since the inspection department was put under state control.

W. W. Alder was of a contrary opinion, as he had always found worse conditions in markets under political control than in those in which the inspection department was in the hands of the boards of trade.

George A. Stibbens said that he hardly had patience to talk about political inspection and weighing departments because they were so inimical to the grain trade. He spoke of the inconsistencies of

the McComber bill and thought the only wise course was to endorse the resolution.

J. W. McCardle of New Richmond said he was averse to having governmental control of the inspection of grain and favored the resolution.

George Beyer spoke of the work being done in Illinois to get better inspection methods by ousting politics from the department.

President Reynolds said he favored a universal grading of grain in so far as it was compatible with the different grains of the various markets. He did not think that conditions would be improved by men who received their appointment through a political pull.

J. W. Sale thought that the sentiment of the trade at large was against the McComber bill becoming a law.

W. M. Hirschey supported the resolution because he was in favor of taking grain inspection out of the hands of politics.

M. Garrison said that the states tributary to the terminal markets should have some influence in regard to the system of grain inspection of those markets, but they could not have any influence if the heads of the departments were appointed by the government. The inspection of grain should be under the control of boards of trade.

T. J. Stofer, Buffalo: I am heartily in favor of the resolution, and think it would be favored by the majority of grain men. Chicago grain inspection is like Davy Crockett's bear trap—it catches 'em coming and going. Neither Eastern receivers or Western shippers are satisfied with it.

On being put to a vote the resolution was adopted.

CAR SERVICE ASSOCIATION.

A paper was read by L. H. Mummert, manager of the Indianapolis Car Service Association, as follows:

The larger per cent of shippers and receivers of freight have learned by experience to appreciate the necessity, justice and reasonableness of the 48-hour loading and unloading rule, such as is applied by the various car service associations throughout the country. We find some, however, who argue that the rules should be modified, or eliminated entirely, for their individual benefit, regardless of others. We are, however, pleased to note that the obstructionists have either turned to the more liberal-minded side or disappeared from the view of the shipping public entirely, and the per cent of that class of selfish business men is becoming smaller each day.

In looking over some statistics some weeks ago I noted an article in which is quoted that there are to-day, in the United States, approximately eight freight cars for every mile of railroad. Does it not appeal to you, with the total mileage of railroads in this country, that with eight cars per mile the railroads have sufficient equipment to properly handle the business, under normal conditions, of this country? However, it is a known fact that we have been short of equipment. Every one of you realizes that you have orders placed for equipment that have not been filled for weeks. On account of what reason? The simple fact that some other shipper has failed to appreciate his obligation toward the railroad in promptly unloading his carload of freight when it was tendered to him, claiming, since "we have 48 hours' free time, let us make use of the car as a warehouse for 44 hours, and we can unload in 4 hours." That is the usual method; and on that account, as well as the fact that he fails to unload his car as soon as he possibly can, in holding it he creates another switch in that terminal.

That one switch which is given him, moving that car back into place again to complete its unloading, is taken away from some other private industry, which has not received a switch, but possibly has some empties in there, made empty by those who are honest in their intentions and unloaded their cars promptly; but, on account of the inadequate facilities of that terminal, caused by just such conditions, they were unable to switch those cars out and furnish them to a point where they may again be loaded.

Car service is most needed when the business of the country is most prosperous. Each individual should make every effort to unload or load each car, not only within the 48-hour limit, but as soon as he possibly can, in order to make room for the next car and give the empty back to the railroad, which will again sell the empty space in that car; for it must not be overlooked that the railroad has but one thing for sale—empty space in a car. They cannot sell that empty space until they have it in their possession, and in a great many cases patrons are demanding empty equipment and switching service from the railroad when they are delaying the unloading of individual cars on their tracks. Those are facts which we have experienced in most cases.

However, I want to state that as fast as we can run across a firm that has failed to note their obligation and tried to assist us, we have succeeded in showing them where they are really interfering with their own business; and in 99 cases out of 100 they are only too glad to take the advice and change their system of doing business, resulting in the railroads getting their empty cars back and enabling

them to give the firm better switching service—and not only to give that firm better switching service, but to assist the railroads in keeping their terminals in a condition to give all patrons of that terminal better service.

Blockades are the result of too many cars occupying the same track, in the same terminal, at the same time; and it appears that the solution of the present condition of the country is not so much in the lack of the railroads having sufficient equipment, but it is a question of having the proper terminal facilities in which to place that equipment, which they now have on hand, after reaching destination. Without the assistance of the proper application of car service rules the question could never be solved so far as the terminal is concerned; for the larger you build the terminals without the proper application of car service rules the larger you are obligated to build them, because they will fill up just as fast as you create them; consequently, the terminal facilities would always be inadequate, regardless of how large they might be, if there were not some method of assisting the railroads in clearing up the terminals.

Every patron of a railroad must do what he can to lend every possible means, especially during the times when prosperity has struck the country such as we have had in the past six or seven years, more especially in the past two years, in order to relieve the railroads, which are in the same position that their patrons are; for they cannot buy a locomotive or a car as you would a pound of coffee. Dealers do not carry such commodities in stock at the various manufactories. The stock in trade is too expensive to carry, consequently the roads must order as they need.

In order to satisfy the public on the question which is often asked whether the railroads are in reality ordering equipment and spending their "enormous profit" for equipment, a few figures here will give you an idea that might cover that question. "The reports of the car and locomotive builders show that this year there have been built 152,801 freight cars and 5,152 locomotives. Last year they built 4,070 locomotives and in the neighborhood of 150,000 freight cars. The total expenditure of the railroads for motive power aggregated \$62,000,000."

It appears from those figures that the railroads are not trying to make the present equipment do if they can get more. They have done all in their power so far as securing equipment goes.

We give you the above figures merely to have you realize that the railroads are doing everything in their power possible to secure equipment, even under the present conditions, in order that they may be able to furnish cars; and admitting that they can do twice as much and the car and locomotive builders would be able to furnish twice the equipment the above figures show, it would be of no benefit if the public did not assist in promptly unloading. The railroads have done all in their power to move the trains over the road and are doing so to-day; and it is now a question for the public to solve whether they will get prompt service by making an effort to arrange their unloading facilities in their various industries and places of business to secure thereby prompt unloading of cars, thereby assisting the railroads to keep open their facilities in order to facilitate the movement of freight in transit as well as in terminal points.

The question is often asked, Why should we not reciprocate? I want to say to you, gentlemen, that the railroads are not anxious to hold your cars on the road. No railroad places your car on a siding just to keep it there that is earning, or ought to earn in accord with statistics, between \$5 and \$6 a day. I refer to the working car, which is the revenue car. Every day that that car is standing on that siding, not properly placed for unloading, in accord with instructions on the B-L under which that car is moving, the railroad company is losing \$5 to \$6 per day in addition to the expense of switching that car into that track, switching it out again and then carrying it on to destination, to say nothing of being continually hounded to furnish empty equipment while they are holding that car on that track, as it would seem, just to be holding it there. The railroad companies are in the transportation business, and it is a greater loss to them to hold a car on a siding than it might be to the consignees.

Is there not a natural incentive for railroad companies to move freight in the quickest possible time, as their only source of revenue is derived from the movement of that loaded car, and after delivery only is made at destination the freight is paid? Now, you would say, is it not the natural incentive for the public to unload in the quickest possible time? We say from experience, no; from the fact that patrons, in the absence of properly applied car service rules, unload or load the car at their own convenience, which would be most profitable to them; and we want to add that in a great many cases, in the absence of car service rules, we have found that it was convenient for some firms to hold cars averaging six weeks; and some of these cars, of which I have personal knowledge, were delayed fourteen months. Do you not agree that in applying car service it should be properly and impartially applied in order to avoid just such irregularities as this?

We often have the argument presented that the patron unloading a car within two hours should be allowed 46 hours on the next car in addition to the 48 hours allowed before the charge is made on the next car. You can readily see what would be the results in our terminals should the "average plan," as it is termed, be put into effect here. You can readily understand that the object of the rules is to force the public to unload the car just as soon as it is practical for them to do so, and the rules simply instruct the agent when he must begin to charge car service.

The rule reads, "Car service will begin after the expiration of 48 hours from 7 a. m. following placing." This does not say that the consignee should use 48 hours on each car, or if he can unload that

car in two hours he ought to be given credit for 46 hours on another car. If we did we would have to hold an unlimited number of cars on the hold tracks and there would be no leverage to force the consignee to unload his freight in proper time.

In reference to the grain situation here in Indianapolis, I desire to call your attention to the condition of your I. D. & W. yards prior to September 1. There are many of you who have been receiving grain over the I. D. & W. for many years, and you all know that it was a fact that each year you were clamoring for cars to load your grain out on the line, having it sold while the market price was up, but unable to deliver the goods, from the fact that the very ones who were requesting equipment out on the road had cars tied up in the I. D. & W. yard here for weeks that had not been sold and possibly an immediate buyer could not be found. You refuse to send it to the storehouse or elevator; and prior to September 1 there were no rules that forced you to pay any car service on that line while the cars were standing in that yard; consequently, you were permitted to hold them indefinitely, at the same time upbraiding the railroad for not furnishing you another empty to load more grain to be brought to Indianapolis and held in the yard.

However, the conditions have changed since the first of September and we have had plenty of room in the I. D. & W. yard for business, and the cars have been making on an average of three to four trips more than they could have made in the same allotted time prior to September 1. So you see, gentlemen, the position taken by us is that car service rules are an actual necessity and, in my opinion, railroads could not conduct their affairs properly without the assistance of proper application of car service rules.

Mr. Brafford said that there were some towns along the Panhandle not under car service rules, and asked why all were not included.

Mr. Mummert replied that in the first place, cities did not take kindly to car service rules. The rules were applied first only in large cities and then at junction points. At local stations where there did not seem to be any competition, the rules did not seem to be necessary; but he thought in time all stations would be placed under car service rules.

A. E. Reynolds said that under car service rules the regular dealer should be protected against the scoop shoveler. He also cited cases of unreasonable delay, and thought that a reciprocal demurrage should be shared against railroads that failed in their duty as common carriers.

The meeting adjourned.

AFTERNOON SESSION.

President Reynolds called the afternoon session to order at 2:30 and C. E. Bash of Ft. Wayne, as chairman of the legislative committee, read his report. It will be published in our next issue.

Bert A. Boyd announced that an entertainment would be given at 8 p. m. in the Board of Trade Assembly Hall to which all the dealers with their friends were invited.

Prof. A. F. Wiancko of the Agricultural School of Purdue University, read a paper on Corn Breeding.

The chairman said they would take up the points in Mr. Bash's paper in a general discussion; and suggested the appointment of a committee to forward plans for making a test case against the railroads for delays in forwarding cars.

John Ross of Lafayette said that the proper time to select the right men for the state legislature was before they were elected.

W. W. Alder spoke upon the importance of electing men who would carry out the wishes of the people.

Mr. Stibbens said that if the grain men of Indiana wanted to secure anything from the state legislature now was the time to start the ball rolling. It was their duty to see that men were elected who had brains enough to know what the grain men of the state were entitled to.

H. C. Scarce of Moorsville spoke of the formation of the Indianapolis Shippers' League, and said he thought it would be a good thing to confer with them along this line.

J. S. Lazarus, general freight agent of the C. & I. W. Ry., made an address.

Mr. Riley made a motion which carried that a committee should be appointed as a conference committee to confer with other organizations of shippers in the state with the view to co-operation in the work of bringing about political reforms.

Mr. Taylor moved that five additional men be appointed to form the legislative committee.

The president named the following as members of this committee: Conference committee—C. B.

Riley, Bennet Taylor, Bert A. Boyd, C. J. Pickering, David Anderson. Additional committee on legislation—C. E. Bash, P. E. Goodrich, Theo. Manson, J. W. Sale, W. W. Alder.

C. A. McCotter, secretary of the Grain Dealers' National Mutual Fire Insurance Company, made a short address upon the objects of the company and what it had already accomplished.

Secretary Sampson read the following resolution which was adopted:

Resolved, That the Indiana Grain Dealers' Association request all the railroads in the Indiana Car Service Association to place all the switches on stations under the demurrage charge rule without discrimination.

Geo. A. Stibbens spoke upon the question of the "Honest Fulfillment of Contracts." He said that dealers generally should pay more attention to the ethical part of the grain trade. He also spoke upon the necessity of carefully cooping cars in order to lessen shortages. Doors should be doubled if necessary and proper care taken in all cases to place cars in good condition before sending them out. If the dealers were responsible for negligence in cooping cars they were not entitled to any redress from the railroad companies. The two prime objects in the grain trade were to discourage cut-throat competition and to get rid of scalpers in country markets. To-day there were strong organizations in all markets and these were responsible for good conditions in the trade. The arbitration features of the various associations were growing to be very popular and all differences were now settled in this manner. He thought arbitration should be compulsory, or it would become a farce.

Mr. Stibbens also said a few words to dealers who were not members of the organization and said they were very unwise if they did not join. He did not see how a grain man could sit in his office and read the reports of the meeting in the grain journals without understanding their value and without joining. It was also necessary to give your financial support to the Association if you wish it to be a success.

C. J. Pickering spoke upon the question of securing and maintaining better relations between the grain men and millers of the state. He moved that the president appoint a committee of three to confer with a like committee from the Indiana Millers' Association looking to the establishment of more satisfactory business relations than had previously existed.

George Beyer made a statement as to conditions in Illinois and to the improvements towards which they were working as regards the St. Louis weighing department.

The president announced the following committees:

On Resolutions—W. W. Alder, D. Anderson, J. C. Hite.

On Constitution and By-laws—J. W. McCardle, J. W. Sale, A. F. Files.

Auditing Committee—J. M. Brafford, W. B. Foreman, J. H. Stewart.

THURSDAY MORNING.

President Reynolds called the meeting to order at 9 a. m. The first business to come before the meeting was the question of the election of a new Board of Managers. Under the rules it was not clearly defined as to which two members should retire from the old board nor the length of the term of the remaining members. It was thought it would simplify matters to elect an entirely new board and this was done with the following result:

Claude Loughry of Monticello, and O. J. Thompson of Kokomo, to serve one year; A. F. Files of Muncie and J. W. McCardle of New Richmond to serve two years; C. B. Riley of Rushville and E. K. Sowash of Middleton to serve three years.

ELECTION OF OFFICERS.

A motion made by Mr. Brafford was carried that a treasurer be appointed at a nominal salary of \$50, and that he, together with the president and secretary, form a finance committee to meet at Indianapolis monthly and audit the books of the Association and instruct the secretary to pay all bills.

The president appointed the following committees:

On Railroads—John B. Ross, Mr. Bassett, E. L. Carroll.

On Arbitration—George R. Hoopes, H. C. Clark, J. C. Gordon.

Mr. Wellington was called to the chair and P. E. Goodrich moved that the secretary be instructed to cast the ballot of the Association for A. E. Reynolds for president.

The motion carried by unanimous rising vote.

J. M. Brafford was elected vice-president on motion of Tom Morrison in the same manner.

Mr. Reynolds in resuming the chair expressed his thanks briefly for this mark of approval and confidence in his fairness in conducting the sessions and spoke of the good feeling that now prevailed among Indiana grain dealers as against conditions a few years ago.

Secretary S. B. Sampson read his report as follows:

One year ago I reported the membership of the Association as numbering 309 members in good standing, together with 118 additional stations, or a total of 427 stations, within the state. We now have a membership of 288 country shippers; 8 receivers and commission men owning shipping stations within the state; 30 receivers and commission members not owning shipping stations within the state; 149 additional stations; making a grand total of 475.

To our last year's figures we added 86 new members and 134 stations; but on account of the frequent changes in the grain business this has now been reduced until we have the above number of actual paid-up members. The increase in dues on additional stations from \$1.00 per year to \$2.00 per year made last annual meeting increased our revenue some, but it is still not sufficient to meet the requirements; and a further increase was made on June 10 to \$5.00 per year. This has increased the revenues materially, but in some instances has caused us to lose members.

I would not favor a reduction of the dues on additional stations for the reason that the members who are unwilling to pay their proportionate amount on the stations they operate are so few that we can better afford to lose them than to lose the revenue on the total number of additional stations. I do not think it necessary to make any changes in the present dues unless it would be possible to change them so that we would be on the basis of an assessment per thousand bushels grain handled by any one firm or station. This might be favored by some, and still might lead to difficulties that would be more complex than our present manner of providing revenues by which to run the organization.

Too many grain dealers are prone to look upon the question of dues to the Association as an expense which is unwarranted and for which there is no return. They are mistaken in this for the reason that were it not for our organization the conditions of the trade would soon return to the demoralized, disorganized condition that existed before grain organizations were known. A grain dealer should properly consider dues to the Association as a fixed charge entering into his business the same as his rent or other operating expenses.

PAYMENT OF DUES.—A large number of our members are very prompt in the payment of their dues, but at the same time there is too large a percentage who do not give proper attention to statements, and it is a very difficult matter to collect dues from this percentage.

REPORTS.—I find that the Association could be of more value to its members and accomplish with less delay desired results if the members would make reports to the office without delay when they were asked for information, and give these reports in an intelligent manner. This is certainly an important work, and were not the reports desired they would not be asked for. Our office sent out early in December about 900 report blanks in reference to terminal markets, and up to this time we have received 36 in return. Of this 36 there are possibly 10 or 12 that are gotten up intelligently enough to be of any service. The lack of a complete report on this matter makes the effort we have put forth a loss of time and expense, as the number received are so far from the total that the results are of practically no value. Therefore, if you expect the Association to benefit you in matters requiring statistics and data, you must give this information when it is asked.

LEGISLATION.—You all are familiar with the efforts put forth last year to secure legislation beneficial to the grain dealers, and have received a copy of the legislative report, so that it is not necessary for me to enter into details in this matter. We are now in need of national legislation to further empower the Interstate Commerce Commission so that body will be effective and not simply a figure head. This matter has been hanging fire for two or three years and there are 146 commercial organizations that are working for this legislation, but it seems the railroad companies are so powerful and so generous with their annuals, that our United States senators and representatives will not listen to the wishes of their constituents, but will always vote for the interest of the railroads so that they can ride free on their trains.

The Grain Dealers' National Association at its annual meeting last October passed resolutions supporting the effort referred to, and we are now requested by E. P. Bacon, Chairman of the Interstate Commerce Law Convention, to pass resolutions at this meeting and not let the matter drop through.

but each individual write personal urgent letters to his Congressman and Senator urging that they work for the passage of the bill known as the Cooper Bill, H. R. 6273, S. 2439.

Other national legislation that is being attempted and should by all means be defeated is the bill to establish national inspection under government control, of which we wrote you a few days ago and requested you to at once begin to defeat this, but up to this time have only heard from six or eight members advising that they have done as requested. How can you expect the Association to accomplish what you desire when you will not do your part? There are times when the organized influence of the Association can accomplish far more than individual influence, still there are times when in addition to this organized influence it is necessary to have the individual appeals from each and every member as above outlined.

Passing national legislation, we now come to state legislation. What this shall be must be determined by you at this meeting or some future meeting of the Association, unless you entrust this to your legislative committee who are anxiously watching for an opportunity to defeat unjust measures and further just ones. Along this line we now have need of individual efforts and support to carry this matter through. What we need is to organize and begin some political work at home, so that men favorable to just and equitable laws for grain dealers and farmers are elected to the coming session of the legislature one year hence. If we get the right men in office, men that cannot be influenced by personal favors, but have the interest of their constituents at heart, we may expect to accomplish some results. If we do not it will be the same old story of lobby, graft, boodle and corruption, with no legislation for the grain men.

TERMINAL WEIGHTS.—There is no question but that terminal weights have improved as a result of the Association's agitation and demands made upon representatives of terminal markets that some system be adopted whereby there would not be so many complaints in regard to short weights. The most accepted system is that of merchants' exchange supervision in markets where they have public elevators and mills and where the grain buyers in these markets are connected with some commercial organization, such as the board of trade or chamber of commerce. In the past year the Grain Dealers' National Association, through the efforts of the advisory committee, which is composed of the various state secretaries, have been working very hard in St. Louis, with the result that that market has now merchants' exchange supervision of weights, and the Board of Trade has passed a rule compelling all members to make settlements of these weights. As there is practically no grain goes from Indiana to St. Louis, we have not been connected personally with this crusade, not from the fact that we did not believe our influence would be of value, but in order to save the expense and spend the time necessary to give this matter personal attention.

In a recent communication from Mr. George A. Wells, the chairman of the advisory committee above referred to, he states that early in February he desires to call this committee together and make a personal inspection of the weighing systems in Toledo, Buffalo, Baltimore and possibly New York. This inspection by the advisory committee will undoubtedly result in some good, and will have the effect of putting the weighing bureaus on their guard when they know that their system is subject to criticism. Shortly before Mr. Wells wrote me, at a local meeting in Ft. Wayne a complaint was made in regard to weights in Buffalo. I took this matter up for the complainants, and the chief weighmaster, Mr. J. D. Shanahan, requested that I furnish him the car numbers upon which the shippers based their complaint. I endeavored to do this, but from one member got no reply, and the other member stated that he did not want to give the car numbers because they weighed on a fifty-bushel hopper scale and had several cars that had overrun in Buffalo upon which they were confident they had forgotten to set down one draught. I asked him if it could be possible that they had set down one draught twice on the cars that fell short, and he replied that this could not possibly occur. When I asked him how he knew it could not occur he replied that they never did that.

I merely recite this incident to show you that there are some claims for short weights which are not well founded. We do not wish to be constantly complaining to the various weighing departments unless we can substantiate our claim that the car actually contained the amount of grain that you thought it did, and that there was an actual shortage. Too many shippers are careless in loading cars where they have small hopper scales and are very liable to make errors which they are always ready to blame on the man at the other end. It is a well-established fact that errors are less liable to occur where the contents of a car can be weighed in one draught than where they are weighed in several draughts.

Again, a great number of shippers will buy a scale which weighs correctly when it is installed who do not use precautions by having their scales tested frequently or seeing that they are level. Wherever a small hopper scale is used a system should be established whereby you can have a double check on all the weights and number of draughts that you put into a car. Better than this is the hopper scales that hold 500 or 1,000 bushels. Many members say that it is too expensive to install such a scale, but when you consider that you are constantly having trouble with your weights and are yearly charging off large losses occasioned by short weights, is it not more economical to put in a scale that is more fitted for your purposes and save the losses which you have been formerly making? There are some markets, such as Cincinnati and Pittsburgh, which are in urgent need of improved weighing facilities, and it only requires a continual demand from our association collectively, and our members individually,

to induce these markets to establish more modern and more accurate weighing systems.

As to scale inspection the Toledo Produce Exchange has repeatedly offered to send their scale expert, who is one of the best in the country, to the elevator of any of our members who will pay the actual expenses of this man incurred in making the inspection of your scales. His salary is paid by the Toledo Produce Exchange, and inasmuch as they give you his time free you can well afford to have him make a yearly inspection of your scales. Much more could be said on this same subject, but what we most need is active work, and I especially desire that you take some action which will get this matter started in the markets that most require it.

Before I pass to another subject I would like to call your attention to a circumstance that occurred last summer at Delphi. While in the office of one of the dealers there I noticed a sample of some wheat and inquired if that was the character of wheat that they were buying, and the foreman told me that the wheat referred to had leaked out of a car that was in a passing train which was waiting for orders, which he had repaired the best he could. This car probably went through to destination without further leakage and was reported by the elevator as being in good condition. Undoubtedly the car inspectors for the various railroads frequently run across such cars as this and repair them. If there was a rule in force on the railroads which required the party making such repairs to report this to the car superintendent, and in turn the car superintendent notify the original shipper, then the original shipper would have sufficient grounds to collect from the railroad company the shortage. This matter must be taken up with the railroad companies, and if approached by a proper committee might possibly be put in force.

Last summer three of our board of managers, together with myself, were in Toledo, and while there we visited one of the elevators and made an inspection of their weighing system in order to ascertain, if possible, if there were any irregularities in regard to their weights. We found everything to be in excellent shape with the exception that the Produce Exchange Weighing Bureau had no provision for a man on the inspection and unloading track to take a record of any broken seals or leaky cars.

I recommend that you pass a resolution requesting the Toledo Produce Exchange to provide for this in the future.

TRADE RULES.—The trade rules of the Grain Dealers' National Association have been closely followed by this organization in adjusting any existing differences between buyer and seller, and we have never yet adopted these rules to govern the members of our Association in their transactions with their correspondents. The secretary of the Grain Dealers' National Association is now working with the various grain trade organizations in terminal markets as a result of a motion made at the last annual convention of that association to have these organizations adopt these rules, and in that manner have uniform trade rules throughout the entire country. I therefore recommend that this organization adopt these rules at once, and that each individual member request his correspondent in the various markets to use his influence with their organization to have them adopt them.

RAILROAD CLAIMS.—Last spring an effort was made to collect the claims of members against the railroads for damage to grain occasioned by delay and proceed to collect them through one attorney recommended by the association, but for various reasons these claims were not of sufficient force or were not substantiated by sufficient papers to make them strong enough to carry. As yet, very few shippers have received any satisfactory reply from the railroads in regard to their claims, and only a small per cent of these claims have been settled.

I recommend that a committee be appointed to take this matter in hand and confer with the railroad companies regarding the payment of these claims, and if no satisfactory reply is given, then that this committee be empowered to levy an assessment on all parties having claims for the purpose of selecting the best of the claims and carry them through the courts in order to establish a precedent in regard to the responsibility of the railroad companies to a shipper when they accept his grain in good condition and deliver it in spoiled or worthless condition.

SHIPPERS' PROTECTIVE LEAGUE.—The Shippers' Protective League of Indiana was organized in Indianapolis about a month or six weeks ago for the purpose of adjusting differences between shippers and the railroad companies, further legislation for the protection of shippers and other matters of importance to shippers. The secretary of this association called on me shortly after they had perfected their organization and requested that we become members of the same. I took this matter up with our board of managers and they all recommended that we become members. After hearing from them, I thought best to refer this matter to the members at the annual meeting, not that I thought our board of managers were not capable of deciding this matter, but for the reason that the railroad companies are looking upon this organization as being antagonistic to them, and if we became members of it they would feel that we were lending assistance to an antagonistic organization. I am fully convinced that we do not want to appear before the railroad companies in this manner, as I believe it will have the same effect as flaunting a red flag in the face of a bull. As the interests of the grain shippers and railroads are so closely allied, we cannot afford to gain their displeasure. I therefore recommend that this matter be thoroughly discussed and considered, and that the decision of the board of managers be governed by the voice of the members of this meeting.

CAR SERVICE.—We have listened with great interest to Mr. L. H. Mummert, manager of the Indiana Car Service Association, and I hope we all

feel more friendly toward the Car Service Association than before hearing Mr. Mummert. You will likely remember in the November bulletin an article on this subject, in which we said in the third paragraph from the close that Mr. Mummert favored reciprocal demurrage, which he termed "a good thing." Through a misunderstanding we misquoted Mr. Mummert. He meant it would be a good thing for the shipper, but, under the present car service rules, not so for the railroad companies, and for that reason not favored by them. This is all the more a reason why the shipping public should follow out our suggestions in this last paragraph and make these demands from the railroad companies. We sincerely regret that we misquoted Mr. Mummert, as we do not wish to place him in a wrong light before the public or the railroad companies.

We believe that the Indiana Car Service Association is a benefit to the grain shippers, and we feel very kindly toward Mr. Mummert for his expressions of fairness in cases where there is reasonable doubt as to the assessing of demurrage. We also feel that Mr. Mummert is ready to lend us assistance by seeing that the proper amount of demurrage is collected on cars loaded by scoop shovellers. If he does this, we believe that it will soon make scoop shoveling more unprofitable than without car service.

THE AMERICAN FARM CO.—The American Farm Co. is an organization that began operations in Ohio for the purpose of doing the farmers for their personal gain. They are not operating in Ohio now under any name, and could not do so, as Ohio farmers and Ohio grain dealers are onto them. The Ohio Grain Dealers' Association had them ousted from the state, and the association defended a suit against one of their members instigated by this company to collect notes given for the building of an elevator which they failed to do. It is not the intention of this gang to actually build and operate elevators and warehouses anywhere. Their main purpose is to get a lot of "suckers" to sign what they call a contract, then later on come around and try to collect the money by law. I recommend that you take action, instructing the association to confer with the Attorney-General and get him to file suit in ouster against this company and its representatives so that we will not be bothered with them any more. While this company does not affect the business of the grain dealers, at the same time it does affect the farmers and makes them suspicious of responsible grain men who are proposing to build new elevators, and if we can save the farmers money we are furthering the cause of our organization. All that is necessary is to obtain from the Secretary of State a copy of their charter and refer it to the Attorney-General, setting up the illegal terms of their constitution or rules which empower their board of directors to assume unheard-of powers in the management of the business; also the literature they use promising 12 per cent dividend, big profits, big prices, premiums for big yields from their fancy seed corn, oats and wheat, and, in fact, everything that sounds big but has no backing to it.

ARBITRATION.—The arbitration feature of our association has been very valuable in settling differences between members and non-members, but we occasionally find a man or firm who assume the position that they are right and will say that they have nothing to arbitrate, and we find it very difficult in inducing them to submit to arbitration. They are so firm in their belief that they are right that some of them have signified their intention of withdrawing from the Association rather than submit to arbitration. In such cases as these we have taken the position that their resignation cannot be accepted until the case is disposed of in a satisfactory manner.

We have had one instance wherein we had to expel a member for refusing to arbitrate and now have another case of a similar character which is ready to go before the Board of Managers for their action. As Secretary Stibbens told you yesterday, a man who will refuse to arbitrate an honest difference is either dishonest or has a case which will not stand upon its merits. This may be putting it a little strong; but at the same time no reasonable grain man should object to submitting a case to arbitration. Whenever we have a member who refuses to arbitrate it not only reflects on the standing of this member, but is a discredit to the Association, as receivers and commission men naturally feel that if our Association was of any value and any force we could compel our members to live up to its rules.

The committee on constitution and by-laws who will make their report will probably cover these points, but should they fail to do so I request you to take action upon them so that in the future we will have rules and regulations of sufficient force to maintain the dignity, honor, prestige, justice, fairness and equity of the Association.

CONSTITUTION AND BY-LAWS.

Mr. McCardle read the following report of the committee on constitution and by-laws, which was adopted:

Article III, Sec. 1 of the by-laws reads as follows: "The officers of this association shall be a President, a Vice-President, a Secretary-Treasurer and a Board of Managers, composed of the President and six members."

We, your committee, recommend that said section shall read as follows:

"The officers of this association shall be a President, a Vice-President, a Secretary, a Treasurer and a Board of Managers, composed of the President and six members. And said President, Secretary and Treasurer shall constitute a finance committee."

"That said finance committee shall allow all bills and claims of said Association, and that two members shall constitute a quorum."

"Said finance committee shall meet monthly at the Secretary's office in Indianapolis, and this committee shall submit reports to the Board of Managers at their regular meetings for their approval."

And we further recommend that the following be inserted in Article III, Section 2, to read as follows: "The election of the Secretary and Treasurer shall be by a vote of the Board of Managers, and said Board of Managers shall name the amount of bond to be required of each officer."

RESOLUTIONS.

The report of the committee on resolutions was read by W. W. Alder and adopted as follows:

Your committee on resolutions have the honor to report as follows:

Resolved, (1) That as our interests and those of the producers of grain are mutually blended, we pledge ourselves to do all in our power toward securing legislation and by other means to enhance the value of the farm products.

(2) We cordially indorse the efforts now being made by the various experimental stations and farmers' organizations for the breeding of seed corn and other grains, and extend our thanks to Prof. A. F. Winaco, who favored us with a paper on this subject.

(3) That it is the sense of this convention that any person, firm or corporation having sufficient facilities for properly handling grain be solicited to join the association, and that, in conformity to the rules, they be received.

(4) That we oppose the movement looking to the placing of the inspection of grain in the hands of the general government, as we are convinced that it would work to the detriment of both producer and consumer. We believe that the efficiency of the inspector should be the standard, and not his political ability to secure votes for his party or candidate.

(5) That we favor a law creating a Railroad and Warehouse Commission in Indiana similar to those in other states.

(6) That while we believe the Car Service Bureau is necessary, we think there should be no discrimination, but that all points should come under these rules, or the system abandoned. We further believe that the railroads should reciprocate and protect the shipper.

(7) That we greatly appreciate the addresses of Mr. L. H. Mummert, manager Indianapolis Car Service Association, and Mr. J. S. Lazarus, general freight agent of the C. & I. W. Ry., and hereby express our thanks to these gentlemen.

(8) That we acknowledge our thanks to the grain dealers and Board of Trade for their entertainment; and congratulate the Honorable Mayor for his happy address welcoming us to the city.

(9) That we are under obligations to the Claypool Hotel for the accommodations and courtesies extended.

J. W. Sale read the following resolution which was adopted:

Whereas, The Grain Dealers' National Association published in their list of members the following: "Regular membership in the National Association entitles holders to honorary membership in each of the affiliated associations"; and,

Whereas, There is no provision made in the Constitution and By-Laws of the Grain Dealers' National Association for such honorary membership in the affiliated associations, or in the Constitution and By-Laws of the Indiana Grain Dealers' Association; and,

Whereas, The Indiana Grain Dealers' Association is required to pay to the Grain Dealers' National Association the amount of \$1.00 per member per year for all members in good standing, in order that said member may be considered an affiliated member of the Grain Dealers' National Association; therefore, be it

Resolved, That this Association shall not consider regular members of the Grain Dealers' National Association as honorary members of our Association unless the Grain Dealers' National Association, or such regular member who desires to be considered an honorary member of our Association, shall pay to our Association the sum of \$1.00 per year, which shall entitle him to honorary membership only. Said honorary membership only extends to the privileges of the meetings, but are not allowed to vote; nor to the privilege of presenting arbitration cases on the same basis of expense as regular members of our Association; also, be it

Resolved, That a copy of this resolution be forwarded to the Secretary of the Grain Dealers' National Association, with advice of the action taken thereon.

The question of improved demurrage was discussed; and Mr. Johnson moved that the committee secure the rules of the Detroit Car Service Association and make use of them as far as possible, together with other car service rules.

BUFFALO WEIGHING SYSTEM.

J. D. Shanahan, chief grain inspector of the Buffalo market, addressed the meeting as follows: Some time ago I received a letter from your secretary saying that very little confidence was had by Indiana in the Buffalo weighing department. I was much surprised, as I felt that I had treated Indiana with all the fairness possible. Our Buffalo weighing department was started about a year ago, and it might be said it has been a child of Indiana. It was felt at the time that there should be such a department. At first the elevator interests did not concur with the idea, as it would deprive them of a weighing fee. Yet they finally acceded, and it became a joint affair. At the third request to me, I accepted the position of chief weighman. After

a three months' trial I did not feel satisfied that the scheme was practical, as the men who were doing the weighing were under two authorities and trying to carry water on both shoulders. So I took the matter to our grain committee and said I did not care to assume the responsibility any longer under those conditions. It was allowed therefore to change the system according to my own ideals. The elevator men refused to let us do anything unless we paid them the 25-cent fee, but they finally yielded and allowed us to place check weighmen in the elevators. There is now a man in the employ of the elevator and paid by it who does the weighing. A check weighman from the Chamber of Commerce is also present, who checks the weights. There is also a check-weight beam used to prevent mistakes.

Aside from the checks on the transfer elevators, continued Mr. Sbanahan, a great deal of grain is taken from the lake and run to the elevators. All grain is tallied from the lake houses and tallied again at the transfer house. There are very few discrepancies. This makes me confident that the men are doing their duty. I also have charge of the grain inspection department. Inspectors are given a ticket on which they can designate all conditions of grain and car and these tickets are kept on file for future reference. I have decided lately that it is a good thing to keep an inspector constantly at the elevators to take a record of the car seals when the car arrives at the elevator. Our Chamber of Commerce has offered a reward of \$50 for the arrest and conviction of any one found pilfering from cars.

I do not know how I can safeguard your interests any better than we do at Buffalo, concluded Mr. Shanahan; and when you come to me with complaints of shortage I hope that you will be sure that your weights are right at your end. I am thoroughly satisfied that we have as good a system as there is in the country and that we have honest weighmen and inspectors. I have talked with a great many of your shippers who give us credit for trying to do what is right. If you will take equal care that your weights and cars are all right, it will help largely towards putting an end to the shortage trouble.

A number of speakers followed who spoke very flatteringly of the Buffalo weighing and inspection departments and expressed entire satisfaction as to their treatment there.

J. W. Sale moved that a vote of thanks be tendered to Mr. Sbanahan for his visit and remarks and also to the Buffalo Chamber of Commerce for adopting the suggestions of the Association a year ago. A motion also prevailed that a copy of this expression be sent to the secretary of the Buffalo Chamber of Commerce. The meeting then adjourned.

INDIANA NOTES.

George Ehle must have been a confederate of the magician on that card deal.

The visiting secretaries were George A. Stibbens, Chicago, and George Beyer, Decatur.

The Grain Dealers' National Mutual Fire Insurance Company was represented by Secretary C. A. McCotter and L. R. Doud.

Tom Morrison and Andy Kuhl said the magician changed the glass of wheat into the "red article," but there wasn't enough to go round.

Dealers wanting new elevators were directed to G. T. Burrell of the Burrell Engineering & Construction Co. of Chicago, and H. C. Teeter of Hagerstown, Ind.

The entertainment on Wednesday evening in the Board of Trade Assembly Hall was attended by all the dealers. The program commenced at 8:30 and at 10 o'clock luncheon was served. John S. Lazarus, general freight agent of the C., I. and W. Ry., introduced the speakers, the program commencing with an address by C. C. Perry, president of the Indianapolis Board of Trade. After a song by Miss Catherine Gibson, an address of welcome to the city was made by Hon. John W. Holtzman, mayor of Indianapolis. A quartet composed of Homer Van Wie, Fred W. Loomis, Bert A. Boyd and T. W. S.

Belcher, sang "Obituaries" and "The Two Flies." Donn V. Smyth gave an exhibition in magic. Harry Murbarger appeared as monologue artist. The entertainment ended with Harry Porter, comedian. One of the numbers given by the quartette was entitled "O Didn't He Ramble," as follows.

OH! DIDN'T HE RAMBLE.

A farmer in a country town became dissatisfied, And said he'd get rich shipping grain The margin was so wide. He rambled with his shovel and began to scoop the town,

The dealers filled him to the brim, While the market it went down.

Chorus.—Oh! didn't he ramble, ramble, he rambled all around,

In and out the town; Oh! didn't he ramble, ramble—

He rambled while the market it went down.

He bought up all the grain around, he was the farmers' friend;

The dealers sat back quietly— They all could see the end.

He paid full price for everything—musty, sour and hot,

And then he gave a mortgage On his shovel, house and lot.

(Chorus.)

When he received his first returns his eyes were opened wide,

For he found a heavy shortage And a five-cent dock beside.

He rambled to his friends and said, he'd thrown up his job,

'Cause corn was not the same when shelled As it was upon the cob.

(Chorus.)

And as he rambled to his home he heard the knockers knock;

At farming now he'll surely stick And try to fill his sock.

The house and lot he'll try to clear; he'll leave his scoop in hock,

And if any man says scoop to him He'll surely smash his block.

(Chorus.)

He rambled home again to get some sorghum on his cakes,

And on his way he stopped to get Some corn-juice for his aches.

The corn-juice man said "nit," because the meanest man in town

Should go for juice to that same corn That he had tried to down.

Last Chorus.—Oh! didn't he ramble, ramble, He rambled for his corn,

He rambled all forlorn. Oh, didn't he ramble, ramble,

He rambled on, for a good-bye in scorn.

Among the dealers who attended were the following: C. G. Eggly, Berne; M. Garrison, Converse; H. A. Martin, Newcastle; J. P. Allen, Wheatland; L. Thistlewaite, Sheridan; Tom Morrison, Kokomo; W. W. Alder and John Ross, Lafayette; F. C. Davis, Swayzee; H. C. Clark, Lebanon; C. M. Barlow, Kokomo; E. A. Kitchel and W. C. Hart, Kitchel; J. A. Mott, Mooreland; J. W. Sale, Bluffton; G. C. Bosley, Milroy; C. E. Bash, Ft. Wayne; A. E. Reynolds, Crawfordsville; H. C. Scarce, Mooresville; Thos. Wellington, Anderson; A. Gardner, Cottage Grove; J. H. Stewart, Manson; W. T. McBride, Frankfort; J. L. Schalk, Anderson; O. G. Carter, Goldsmith; J. W. McCardle, New Richmond; J. C. Dewees, West Middleton; J. Crabbs, Crawfordsville; T. J. Ryan, Delphi; E. K. Sowash and C. J. Pickering, Middleton; C. F. Seaward, Kokomo; E. W. Phares, Tipton; J. M. Brafford, Winamac; M. L. Conley, Frankfort; J. A. Neal, Peru; E. M. Wasmuth, Roanoke; J. Adams, Bunker Hill; G. W. Saunders and A. C. Thompson, Ireland Park; O. W. Bishop, Williamsport; P. E. Goodrich, Winchester; C. B. Riley, Rushville; Bennett Taylor, South Raub; W. B. Foresman, West Point; A. F. Files, Muncie; Claude Loughry, Monticello; Logan Henshaw, Newcastle; O. J. Thompson, Kokomo; George R. Hoopes, Logansport; J. S. Hazlerigg, Cambridge City; J. A. Neal and J. C. Hite, Peru; J. T. Sims, Frankfort.

Commission firms represented included the following: Chicago market—W. M. Hirschey, representing E. W. Wagner; Geo. B. Ehle, representing Ware & Leland; R. J. Sullivan, representing W. F. Johnson & Co.

Buffalo—T. J. Stofer, representing W. W. Alder; J. D. Shanahan, chief grain inspector.

Toledo—F. W. Yaeger of J. F. Zahm & Co.

Baltimore—Andy Kuhl, representing G. A. Hax & Co.; D. Yulee Huyett, representing Thos. H. Botts & Co.

Cincinnati—Henry W. Brown of Henry W. Brown & Co.

Machinery interests were looked after by A. S.

Garman, representing The Huntley Mfg. Co. of Silver Creek, N. Y.

THE EXPORT GRAIN ELEVATOR MAN AND SOME OF HIS TROUBLES.

[A paper by Walter S. Upshur, freight agent of the Chesapeake & Ohio Grain Elevator Company of Newport News, Va., read before the Richmond Railroad Club of Richmond, Va., on September 10, 1903, and reprinted from the "Official Proceedings" of said Club. Concluded from p. 313, December number, 1903.]

WEIGHTS.

One of the most aggravating, and sometimes perplexing, things the export elevator man has to contend with is the frequent discrepancies in weights, not only as between his scale weights and those of the shippers, but also as between his scale weights and those of the foreign receivers. All the safeguards possible are thrown around the elevator weights, both in taking in and shipping out of store.

In the first place, the elevator scales are of the best and most reliable make; are kept at test always by the chief weighmaster, who has a full line of test weights for that purpose; also, they are tested thoroughly twice a year by an official scale tester, who issues certificates of correctness, covering each and every pair of scales. Further, the elevators are subdivided according to capacity into 200 to 350 bins; and through the medium of a bin record each bin is charged with the weight of each car of grain dumped into it, and credited with every pound of grain loaded out of it; and when the output weight of each bin agrees with the intake weight of same, there can be no possibility of doubt that both weights were correctly ascertained, especially in view of the fact that it is very rarely the case that the grain is put out over the same scales that it was received over. And while it is a rare occurrence to have protest against intake weights, where the grain was loaded at a standard elevator, yet the country shipper frequently protests against elevator weights, and on rare occasions the foreign receiver will do the same.

There are two kinds of country shippers, viz.: The one who loads his cars from wagons and practically guesses at his weights, which latter will frequently run short or over his estimate as much as ten thousand pounds; and the other, who runs a way-station country elevator of his own, and whose scales are probably not tested in years, if ever, and are without any check as to their correctness; but who is as confident of his weights as though both he and his scales were infallible. With the first class mentioned, no cognizance is taken of any cars reported by the elevator of 5,000 to 10,000 pounds in excess of bill of lading and way-billed weight; but a most vigorous "kick" is registered against all elevator weights, showing that he has overestimated the loading of some car even a few hundred pounds. With the latter class (the country elevator man) a very grave protest is made (generally accompanied by affidavits) against any discrepancies in weights not in his favor; but with both classes a statement from the terminal elevator man, setting forth his absolutely disinterested position in the premises, and the many safeguards thrown around his weights, supplemented by the bin record data of the car in dispute, generally serves to convince the shipper that the elevator weights are correct on the grain received, but does not always serve to convince him that the elevator received all the grain he put into the car; and in this belief he is not infrequently correct.

In other words, the grain has been lost in transit, and from causes generally well in the control of the shipper, if he would exercise ordinary precaution in loading his car. It is his duty before putting any grain whatever into a car to examine carefully and ascertain beyond a possibility of doubt the general fitness of the car to transport his grain; that there are no holes through which his grain can leak out under the jostling a freight car is necessarily obliged to receive in transit of a thousand or more miles; and that his grain doors



IT WAS DELIVERED ALL RIGHT AND ON TIME.

are not only sufficiently strong and tight to hold his grain while the car is on the siding, but also when under way the settling of the grain has very much increased the pressure against them.

Just here a word about grain doors. The permanent grain door is frequently only 3 feet 6 inches high, and made up of about the same material; and with the same amount of bracing as when 30,000 to 40,000 pounds was considered a pretty good car load, and then answered its purpose perfectly; but since then, under the wise conditions imposed upon shippers by the railroad companies, that cars must be loaded to their marked capacity or, failing same, freight matter will be assessed on marked capacity of car, all shippers endeavor to avoid the latter alternative, and nearly all cars are loaded to full capacity (10 per cent above marked capacity); but unfortunately, the grain door feature has not kept pace with the increased car capacity, and this wise and necessary innovation in loading; as also the increased width of the car door. The permanent grain door not being sufficiently high for the increased bulk of grain, it has to be supplemented by boards nailed above same across and inside the door frames. The result of this is that if the permanent door is sufficiently rigid to withstand the great additional weight (materially increased by the settling of the grain in transit), and the additional boards are not, then the latter bulge out and away from the permanent grain door, causing an aperture through which much grain reaches the road bed en route, instead of being landed safely at point of destination. With the superimposed boards sufficiently rigid, and the permanent grain door not so, the result is the same, though the source of the trouble is simply reversed.

I believe a remedy for this evil can be found in having the permanent grain door made no less than 3½-feet high, with a 1½-foot leaf added, both of 1½-inch tongue-and-grooved seasoned heart pine, with bottom plank of seasoned oak, ironfastened and protected from bulging at the bottom by a 1-inch by ¼-inch iron strap nailed to car floor the entire width of car door, so that the bottom of the grain door would rest against it. If the car to be loaded has no permanent grain door, the temporary one should be made of 1½-inch good pine boards, and be not less than 5 feet high,

braced on both ends and X braced in center. Such doors would necessitate, even with the greatest load, not more than one or two superimposed boards; and even if these are not very heavy or rigid, the great pressure of the grain would be far below them, and the weight above the permanent door would not be sufficient to make the temporary addition bulge; and the result would be no more leaks from grain doors, and fewer protests against terminal weights.

Again referring to the matter of weights and as between the export elevator and the foreign receiver: In delivering to ships, elevator scale weights are made in 500-bushel drafts, i. e., up to the last draft or drafts delivered; and each bin is credited with the quantity taken from it composing the shipment. Also, every bin broken into is emptied, if possible; and if not emptied, the quantity remaining in the broken bin is weighed up and returned to it. In this way the outturn weight of each bin used in loading a certain ship is accurately ascertained, compared with the intake weights; and also the correctness of the weight of grain delivered ship is assured. No bills of lading are taken until this precaution has been observed; and if any mistake has been made (a most unusual occurrence), a thorough check easily establishes the fact and locates the error, which is promptly rectified before bills of lading are presented to master of ship for signature. In Europe, while there are a few elevators into which the grain from ships is received occasionally, yet about 90 per cent of our grain is weighed aboard ship into five-bushel sacks and loaded direct from ships to lighters. Naturally down weight is given to every sack so weighed, and besides there is considerable wastage; so that it is not to be wondered at that there are occasional discrepancies as between loaded and outturn weights, though such discrepancies are rarely in excess of the ½ per cent allowed by shippers and duly calculated in naming price of grain in selling same.

With export elevators, as with individuals, a continuance of public favor depends entirely on the fairness and honesty with which the public is treated; and an elevator's good reputation which has taken years to establish can be blasted in a tithe of the time required in its upbuilding by the injudicious or dishonest actions of the elevator

man. For instance, a Liverpool merchant will order through his New York broker ten thousand quarters of "No. 2 corn" at a named cost per bushel "c. i. f." Liverpool—i. e., to cost him so much per bushel at Liverpool, including original price of the grain, insurance and vessel freight, said grain to be loaded first or second half of a named month, "Exporting Elevator Inspection final." It is entirely immaterial to him whether this grain is shipped from Portland, Me., Galveston, Texas, or any of the intervening ports; but let the grain arrive at Liverpool in such bad order that it is evident it did not deserve the grade given it by the export elevator making the shipment and whose certificate of inspection is attached to the ocean bills of lading, and when he next places his order for grain with his broker, it will be similar in every respect to the previous order, except that it will bear across its face in red ink, "Bar ——— Elevator" (the offending one filling the previous order). Therefore, it behooves the inspector-in-chief to guard well the integrity of each and every one of his certificates; for if once the unenviable reputation of bad faith is generally established, his elevator may be full of the best grain on earth, but no one will buy on his certification; and naturally no one will ship to an elevator that they cannot sell from, and thus the injudicious or fraudulent action of the inspector-in-chief not only ruins the business of his particular elevator, but also seriously affects the business of the railroad using the elevator by shutting off its grain-carrying trade to that elevator.

The elevator man, who should be thoroughly acquainted with all the many features of his business, is justly supposed to be a good judge of grain, and should supervise his inspection department at all times, but especially when foreign shipments are made out of store; and with two experienced men skilled in grain inspection to pass upon the shipments, the danger of improper inspection, with consequent bad order delivery at port of discharge, is reduced to minimum; although there are occasional cases where even with the exercise of greatest care in inspection while loading, grain will arrive at destination out of condition. These very rare occasions generally occur in years when, the grain being not thoroughly cured, there is a latent defect in its keeping qualities which does not show up in inspection but which develops in transit in the close unventilated holds of the ship; and such conditions being rare, but not novel to the trade, do not generally militate against the shipping elevator.

An export elevator is of great service to a railroad company having a deep-water terminus and doing a general import and export, as also a coast-wise, business; and especially where the west-bound merchandise business is greater than that east-bound, in enabling them to secure all the cars required for their west-bound merchandise, import and domestic, without having to send special empties to the terminals; also, the railroad company has no expense account of grain destined to export elevator, except that attendant on hauling it, the grain being loaded by shipper and unloaded and delivered to ship by elevator without any cost whatever to the railroad company. Hence it is the special care of the railroad management to keep as much grain running to their export elevator as existing conditions will justify, not only on account of the advantages named above, but also because it recognizes that it takes years of arduous labor to establish the good reputation of an export elevator; and when once established its trade should be maintained, for should grain be once diverted to other and newer channels, it is usually very difficult to recover it.

In conclusion, will say that not the least of an elevator man's troubles is the proper handling of his grain, corn particularly, during the germinating season, which with us falls generally between the 15th of April and the 15th of May. During this season corn will soften up very materially, and requires constant watching and much handling to keep it from heating until such time as it will have gone through its sweat. Even in the

best of crop years the germinating season is a source of anxiety and much additional labor, which is many times increased in years when the grain, corn especially, is not fully matured.

Also all grain, red winter wheat especially, has one arch enemy, the black weevil, a little bug very hardy and tenacious of life, whose implements of destruction lie in his head, the same being a veritable tool chest of the finest boring implements known, and which procreate to such an extent that from one car taken into store containing a limited number of this pest, a whole elevator of largest dimensions will become simply alive with them in a short time, and their destructive capacity would appear incredible to the uninitiated.

Naturally the greatest care is exercised by the inspector to insure no grain containing weevil going into elevator; although it sometimes happens that grain showing no signs of weevil on inspection into elevator will develop them in store, when immediate and efficient steps are taken to eradicate them, nearly every elevator man having his own pet method to that end, and nearly all of them are finally effectual. But in spite of this fact, the black weevil remains the "nightmare" of the elevator man, as not a pound of grain containing weevil will inspect "contract," however good it may be in every other respect.

Finally, while I have thus at some pains and much unavoidable length endeavored to explain some of the troubles that an export elevator man is heir to, yet I will not attempt to conceal the fact that he is pretty well satisfied that the various features and difficulties enumerated (and others overlooked or not set down above) may enter into his business; otherwise there would be no special demand for his railroad, steamship, and grain knowledge, a combination absolutely necessary to the general make-up of an export elevator man.

MANITOBA'S FIRST EXPORT WHEAT.

The invoice covering the first lot of wheat exported from Manitoba has come to light again and been the means of eliciting the following interesting story. The date of the invoice was October 12, 1876, and was for 857½ bushels of wheat in 412 sacks at 85c per bushel, with a charge of 26c each for the cotton sacks:

There was, it appears, a serious failure of the spring wheat crop in Ontario in 1876; the hardy Fyfe wheat, which had been the chief standby for many years, was almost worthless, and no longer yielded a profitable crop. The fame of the Red River valley wheat was already spreading; and it was decided by his company that R. C. Steele, now president of the Steele-Briggs Company of Toronto and Winnipeg, should go to Manitoba and procure, if possible, 5,000 bushels of her wheat for seed in Ontario.

The journey was made *via* St. Paul to Fisher, Minn., then called Fisher's Landing, on Red River, and the end of the railway at that time. His ticket for the rest of the trip was by steamer to Winnipeg, which took from two to three days. Fearing that the river would freeze up before the wheat could be secured and brought down to the railway, Mr. Steele abandoned his steamboat ticket, hired a lumber wagon, the only conveyance available, and drove across the country to Grand Forks, Dakota, arriving there at 6 o'clock in the evening, and reaching Winnipeg at 12 o'clock the next night, the journey of 150 miles having occupied thirty hours' continuous riding.

At Winnipeg he was rendered every assistance, especially, aiders being David Young, of the firm of Higgins & Young, dealers in general merchandise and upon whose bill-head the invoice for the grain obtained was written. The early close of navigation on Red River left little time for securing the wheat; and as threshing machines and fanning mills were few and far between in Manitoba in those days, the amount stated above, 857½ bushels, was all the choice wheat that could be secured in time for the last steamer leaving Winnipeg; and within forty-eight hours after the steamer with

this wheat on board reached Fisher's Landing, Red River was frozen over and navigation closed for the winter. From Fisher's Landing the wheat was shipped by rail to Duluth, together with 4,000 bushels of selected wheat purchased in Northern Minnesota. From Duluth shipment was made by vessel to Sarnia and then by rail to Toronto.

J. I. EVERSON, KENNEY, ILL.

J. I. Everson of Kenney, Ill., is locally known as "the Hustler," and his career justifies the title. Starting out in life, when still a boy, at Kilbourn, Wis., he secured a job as a barber. As soon as he could save money enough, he removed to Dakota, where he worked at the same trade until his health gave out, when he recrossed the Mississippi and settled at Sabina, McLean County, Ill., engaging in the grocery business. Sabina was not then and is not now much of a town, but by his twenty-second month there Mr. Everson managed to accumulate a very nice "nest egg" which fifteen years



J. I. EVERSON, KENNEY, ILL.

ago he invested at Kenney, DeWitt County, to which place he removed and where he added dry goods to his line of groceries. Since going to Kenney he has been quite successful. He owns one of the finest stores in town, where he recently erected an elegant dwelling; also several tenant houses in town, an 80 acre farm west of town and 160 acres in Wisconsin.

Recently Mr. Everson purchased J. F. Cooley's elevator for \$8,000. The elevator is a comparatively new one and has a capacity of about 35,000 bushels. On taking possession, he employed Fred Sincraugh, a prosperous farmer residing just south of Kenney, as weigher and manager of the elevator.

CANADIAN ELEVATOR CAPACITY.

The Winnipeg Commercial makes the following statement of the exact grain storage capacity of Canada west of the lake front:

	Eleva- tors.	Ware- houses.	Capacity.
C. P. R. in Manitoba	479	32	14,411,500
C. N. R. in Manitoba	176	13	4,653,400
C. P. R. in N. W. T.	255	15	7,720,000
C. P. R., lake ports	5	..	10,622,000
C. N. R., lake ports	1	..	3,350,000

Total, bushels 40,756,900

These figures show the total storage capacity in Manitoba to be 19,064,900 bushels, in the Northwest Territories 7,720,000 bushels, and at lake ports 13,972,000 bushels. As compared with the capacity at close navigation last year there has been an increase in interior capacity of 5,000,000 bushels, and in terminal capacity 5,000,000 bushels.

The Northwestern Grain Dealers' Association of Manitoba will incorporate under provincial law "to carry on the business of dealers in grain in all its branches and of merchandise generally, including the manufacture of all products of grain and of all articles which may be useful or necessary in connection with any branch of business referred to in this notice; to acquire and operate mills, elevators, warehouses, etc."

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Validity of Demurrage Charges.

A party engaged in the wholesale grain and feed business handled large numbers of cars of hulls, feed stuff, grain and other commodities requiring track delivery. For convenience in unloading and handling freight, he leased a portion of a warehouse located on a spur track, known as the "compress track," the larger part of which was used by a cotton compress company and other concerns. A controversy arose as to his liability for certain demurrage charges. The question of the validity of the rules of a car service association for the collection of demurrage seems never to have been in the Supreme Court of Mississippi before; but, the amount charged being reasonable and the rules appearing to be fair, it holds them valid (*New Orleans & Northeastern Railroad Co. vs. A. H. George & Co.*, 35 Southern Reporter, 193), as in accord with an almost unbroken line of decisions in other states; and, precedent aside, as supported by justice and right.

Having reached the conclusion that rules imposing reasonable demurrage charges upon dilatory consignees are fair, just and enforceable, the court next takes up the question of how they are to be enforced. It should be borne in mind, it says, that the duty of a railroad company as a carrier of freight terminates, under the decisions of this court, when, the freight having reached its destination in good order, the consignee is legally notified of its arrival. After that time the railroad holds as a warehouseman and bailee for hire. But in the present case, whether the company held as a common carrier, or as a warehouseman and special bailee, it was, in either of these capacities, rightfully in possession, and had a right to retain that possession until its legitimate charges were paid. It may be true that there is a technical distinction between the lien here claimed and the common law lien, though the difference is more imaginary than real; but it is undoubtedly true that the warehouseman, as a bailee for hire, has a lien for his reasonable charges; and this is recognized as to warehousemen by the express terms of the Mississippi code, in which a lien is given for freight and storage, coupled with a power to sell in a manner therein pointed out. If a carrier has a lien for storage charges if the freight is unloaded into a warehouse, upon what principle can it be denied if, by the action of the consignee, the cars themselves become the storage houses, particularly when the consignee knows in advance, by his course of dealing with the carrier, that the charges will be incurred if he delays in receiving his freight? Knowing the rules governing the transaction, the voluntary action of the consignee gives an implied assent to the charge and lien which those rules assert.

Nor does the court consider that there is any force in the argument which concedes the right of the carrier to make demurrage charges, but contends that the goods must be delivered and then the carrier sue for the amount. It thinks that the true and just rule, supported by reason and the more modern decisions, is that a railroad company has the right to retain from each consignment one or more cars to secure itself for the freight and demurrage it claims on such consignment.

As to the contention that the railroad company had in this case failed to notify the consignee in the manner required, the court thinks it enough to say that the object of the rule was reached and the law fully complied with when the consignee was advised of the arrival of the cars.

As to the contention that the railroad company had failed to tender delivery of the freight as required by the rules of the car service association, the court says that there was conflict as to the

fact. There was much proof that the siding was full. Whether the siding was filled with cars consigned to the complainant or to the cotton compress, in either event the railroad company was excused from delivering upon the siding. If he had his full quota of cars, then he had no ground of complaint. If the siding was filled with cars for compress, it had equal right to use of siding, and the railroad company was not liable. To sum up, the sole question of disputed fact was: Was the siding so filled with cars consigned to the complainant, or to others entitled to the use of the side track, as to prevent the railroad company placing the cars until after the expiration of the "free time"? If so, the railroad company was entitled to the verdict. If not, the complainant should recover.

Operating Rights of Railroad Where Elevator Is On Right of Way and Liability for Injury to Elevator Employee.

An employe of an elevator on a railroad right of way was filling a car with grain when interrupted by the switching operations of a freight train that arrived at the station during his work. The partly filled car was moved easterly along the track and finally returned to the elevator and left standing with two other cars attached and to the west of the partly filled car. The brakeman in charge asked the elevator man if the car was placed in the right position to be filled, and the latter replied that it was not but was as nearly right as they could place it, and that he would "pinch" it into position with a crowbar. He then uncoupled the partly filled car from the one standing west of it, climbed to the top of the car and loosened the brake.

While on the car he looked for the engine and saw it, with some cars attached, going west on the switch track, the engine then being about to enter upon the main track. Supposing that the crew had finished the work of switching, he descended from the car, took a crowbar, and went between the partly filled car and the car standing to the west of it and commenced the work of pinching said car into position to be filled from the elevator spout. While he was so engaged, another car was shunted, or kicked, upon the side track with such force as to drive the two cars standing on the track west of the car at which he was working up against him and force the crowbar which he was using through his thigh.

The Supreme Court of Nebraska affirms a judgment for damages in his favor against the Chicago, Burlington & Quincy Railroad Co. (*vs. Giffen*, 96 Northwestern Reporter, 1014), holding that the question of negligence on the part of the company was a question for the jury.

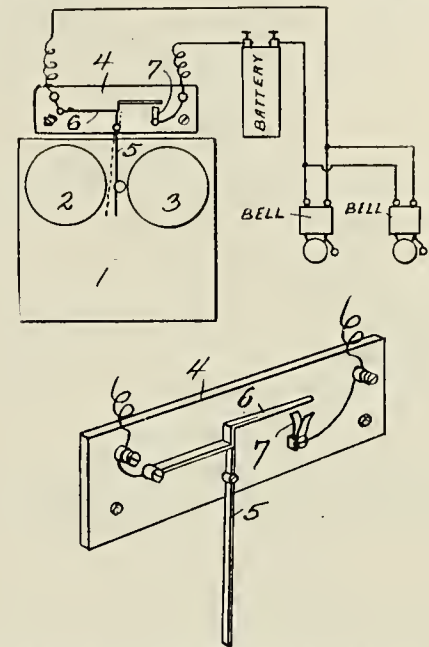
The Supreme Court commissioners say that the man's right to recover damages and to avoid the charge of contributory negligence did not depend solely upon his own belief that it was safe to enter between the cars for the purpose of "pinching" one of them into the position desired; but the question was, was this belief derived from acts and declarations of the servants of the railroad company upon which he might rely and which, in the judgment of the jury, would justify a reasonably prudent man to act as he did? It was true, as argued by the company, that the owner of the elevator and his employes had a right upon the railroad ground at the elevator as licensees only, and that, being mere licensees, they undertook to do their work of loading cars at the elevator subject to the right of the company to handle its trains and use the track for switching purposes; that the company had the first and primary right, as against them, to do all the work necessary in setting in or backing up cars on this side track, whether the cars were moved by the direct movement of the engine or whether they adopted the mode of kicking such cars onto the side track. And the Supreme Court holds that the proprietor of an elevator built upon the right of way of a railroad company by permission of the company is a licensee upon the premises, and must operate his elevator, loading cars therefrom, subject to the right of the company to handle its trains and use the track for switching purposes in the ordinary and usual way of doing such work.

TELEPHONE BELL ATTACHMENT FOR ELEVATORS.

It is very difficult always to hear the telephone bell ring in elevators where a man's business takes him from the office a part of the time.

The accompanying sketch gives an idea of a 'phone attachment which we added to our 'phones in mill and elevator. We find it very convenient and would not be without it for any consideration.

In the sketch, Fig. 1, is the upper part of telephone; Figs. 2 and 3 are telephone bells; Fig. 4 is a



1/2-inch board, 2 inches wide and 4 inches long, fastened to wall independent from 'phone.

It will be noticed that when the 'phone clapper moves it shoves bar, Fig. 5, to one side and allows bar, Fig. 6, to come in contact with Fig. 7. The electric bell will then ring until bar 5 is placed under bar 6 again.

One or more electric bells may be used and they should be placed so that the call may be heard in any part of the plant.—B. H. Fraser, in "American Miller."

INSPECTION FEES REDUCED.

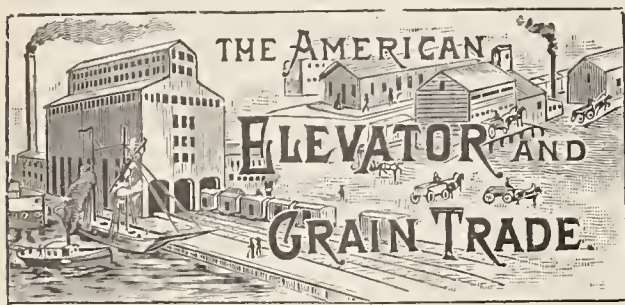
Grain inspection fees at St. Joseph, Mo., have been reduced by the state Railroad and Warehouse Commission from 65c to 40c per car. This amounts to rescinding an order increasing the fee from 40c to 65c effective December 1 last. The 40-cent fee has been in force for about two years and was supported by a guarantee by the local grain man to supply any deficiency. Since then the business has been great enough to pay the current office expenses and to accumulate a surplus of \$1,500 which has been withdrawn from St. Joe. Against this action and the proposed increase of the fee to 65c per car the St. Joe dealers protested, with the effect of having the 40-cent fee retained.

MISSOURI DEALERS' MEETINGS.

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will hold a meeting at the Merchants' Hotel, Moberly, Mo., on Thursday, January 21, 1904, at 2 o'clock p. m.; and also a meeting at the Huckins Hotel, Sedalia, Mo., on Friday, January 22, 1904, at 2 o'clock p. m.

Every dealer in the vicinity of Moberly and Sedalia is asked to make it a point to attend these meetings, as it will be to their interest to learn more about association work and what is being done for their benefit by the Grain Dealers' Union. The Union has quite a large membership in Missouri, and it is hoped to organize the state thoroughly, but in order to show dealers the advantages to be gained by becoming members it will be necessary for them to attend these meetings and assist in the work.

The Nebraska Corn Improvers' Association will hold their winter corn show at the State University, Lincoln, Neb., on January 18 to 23. There will be distributed some \$900 in premiums and exhibits are invited from growers all over the state.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JANUARY 15, 1904.

Official Paper of the Illinois Grain Dealers' Association.

THE NEW YEAR.

In spite of the wholesome influences of the dealers' associations, the year 1903 was not a very satisfactory one to the country grain dealers generally, especially those in the corn belt. The crop to be handled was not a large one, and it was handled under unfavorable conditions. Early in the season the crop was out of condition, and at all times the uncertainty of getting grain handled promptly by the railroads made the year a most vexatious one. Conditions such as these were quite favorable to the farmers' elevator movement, whose promoters speciously used the prudence of dealers as evidence of their hoggishness; and in some parts of the belt there was quite an increase in the number of such houses, with consequent disturbance of friendly relations between the regular dealers and their people.

The current crop year starts out in about the same way. The corn is badly out of condition; and the snug winter weather has given an unwholesome stimulus to shelling in the country, and a deal of bad corn is going to be put into some one's hands to keep him awake nights guessing on the outcome. As long as the weather continues cold, it can be handled, with some risk, for immediate consumption; but, as happened the other day, when the temperature rises high enough to take the frost out of the corn, the stuff will simply toboggan into "no grade" in no time. Not a little corn has come in actually coated with ice, which will turn of course to water the moment a temperature above 32 degrees is reached. Even the dryers this winter are doing little better than to make No. 3 for export, and the regular cash handlers don't care to touch the stuff at all, except for immediate consumption. Dealers, therefore, can't be too conservative in handling this kind of grain,

and should do all they can to stop winter shelling by their trade; or else should steer as much of the stuff as they can into the coöperative houses, and let them have the experience of receiving frozen corn in the winter and taking out distillery stuff in the spring.

CHICAGO INSPECTION AGAIN.

The reports of the special committee of the Chicago Board of Trade on the inspection question are reprinted in full on another page. They contain nothing new. An inspection which inspects severely going in and easy going out is satisfactory to nobody, the public elevator excepted; and it never can be made satisfactory to other people.

That the in inspection is severe and the out inspection easy no one denies. The department admits it and has what seems to the department very good reasons therefor: grain inspected into store must be in condition to care for itself during storage, no matter how long that may be; grain going out is presumably going into immediate consumption and will never be heard of again. It doesn't have to be so good. And as it is always line grain, there's always room for complaint.

But the rules call for the same kind of grain going out that went in. Do inspectors see to it that shippers get it? If they did, why does every buyer of warehoused grain have to employ a private inspector to see that he does get it—or something somewhere near to what the rules call for? Is it not an anomaly that the parties to a compulsory arbitration should be regularly called upon to stand over the arbitrator with a club in order to make sure that he plays fair and then often fails to get fair play?

All inspection departments ought to be run on the principle that other parties in the grain trade than the mixers and sophisticators of grain are entitled to the "benefit of the doubt."

A CHANGE OF FRONT.

The Minnesota Railroad Commission has retreated from its former position in the matter of making public the statements of car conditions noted on the weighing records. Information is now given out on demand to proper parties immediately, so that action can be taken by the shippers' representatives as soon as a loss is reported and before the evidence as to the responsibility therefor, which may or may not be indicated by the condition of the car on its arrival, is lost or destroyed. This is, of course, a return to the principle that should govern the action of all public servants: absolute impartiality between the different interests represented and equal facilities to both for the ascertainment of legitimate facts.

The curious part of the case was the defense by Commissioner Staples of the Board's former action. The "line elevators," he declared, wanted the red tape rules to make it difficult for shippers to find out the condition of cars on arrival. Mr. Staples did not say why—only the line elevators "in the country" wanted it so. Perhaps he meant some line elevators operating in the country, who are in the habit of charging all shortage to their station agents, no matter how the shortage was made, it being easier and less bothersome to charge it

up to the agent to inquire into causes and put the responsibility therefor where it rightfully might belong. He took the position, in short, that if the shipper himself did not know how the shortage occurred, or did not know the actual weight when the car started, he had "no interest" in the records of the car's condition on arrival. In other words, Mr. Staples thinks, with the clever grandmother who had managed men, that "what a man don't know, won't hurt him."

This is good civil service logic, as public service now is—in some states, like Illinois and Missouri, for instance.

SHOULD OBSERVE THE RULES.

There is a rule of the Minnesota weighing department that each car of grain shall contain a ticket showing the amount of grain loaded and the date. Yet not one shipper in a thousand pays any attention to this rule, which formulates a prudential practice repeatedly recommended to shippers by dealers' associations. The presence of such a card would be a check upon the weighman and an immediate notification should a difference of weight be noted. It certainly must be aggravating to receivers and public weighers alike that the men most neglectful of the common safeguards to their property in transit are the most violent kickers. Oftentimes the only way the receiver has of estimating the probable weight of a car of grain consigned to him is the size of the draft made against it. And certainly it is greatly to the credit of the terminal markets that they are doing so much to perfect their weighing systems in face of the many evidences that shippers who reap the benefits do not themselves apparently make the very slightest effort on their part to co-operate. The Minnesota commission is not far wrong when it complains that shippers who wilfully or neglectfully ignore the rules of the weighing department ought not to complain at losses or be favored with the protective care the department means to extend to shippers.

MR. CROSBY ON BUCKET SHOPS.

Mr. W. S. Crosby's pamphlet defense of himself as a quitter in the bucket-shop fight is not a happy one. It is true, in his open letter to Judge Shiras upon the fallacies of his DuBuque decision, he endeavors to point out the fundamental differences between gambling in a bucket-shop and speculating on the Board of Trade; but if Mr. Crosby's position that gambling is not an immoral practice but a legitimate method of getting possession quickly of another man's money without labor or consideration therefor, or of losing his own money, is true, then his defense of Board of Trade speculation is a work of supererogation; for if gambling be not immoral or ethically objectionable, then the bucket-shop is as legitimate as the Board of Trade.

Now, it is true that the line between speculation and gambling is at times a narrow one; but the fact is that from an ethical and economic point of view that line is as broad as the horizon; and it is because in the public mind the line is at times too narrow to be distinguished that it comes with singular infelicity that the defense of speculation should be accompanied by an apology for the gambler as one

who is merely exercising his right "to spend his money as he pleases." No practice that insults labor, that muddles the distinction between *meum* and *tuum*, that excites brutally the passions, that cheapens virtue and degrades business integrity to the level of honesty-is-the-best-policy only, can be successfully defended; and it should not be attempted by a Board of Trade defender, least of all. Fortunately President Jackson repudiates the Crosby doctrine, and has announced that the fight on the gamblers will be continued "to a finish."

One trouble with the Chicago Board is not that it is trying to suppress bucket-shop gambling, but that it is not trying hard enough to make its pits something else than places for speculators only. It "speculates" in No. 2 corn, for example, a commodity that the inspection says in effect is no longer a product of the farms but an artificial commodity manufactured in city elevators to order to suit the exigencies of the manufacturer-speculators and not the demands of the cash corn trader, who no longer gets the "contract" grade from the country. It is no wonder the Board's counsel have difficulty in making the courts see the difference between "speculation" and "gambling"; or that some speculators call the Board a big "bucket-shop." The Board ought to get back to first principles and speculate on live commodities, not artificial ones.

LOADING AND TRANSFER FEE.

The Union Pacific Railroad did not take the advice of the Railway Review, to dismiss the action brought by the Commerce Commission and stop paying elevator companies at Omaha and Kansas City for making transfers of grain, including said elevators' own grain. On the contrary, Mr. Baldwin of the U. P. law department contended at Washington a few days ago that there was no discrimination in rates by his road, and that the allowances to said elevators were not excessive and were legitimate payments for service the railroad is "required to perform."

Very good—from Mr. Baldwin's standpoint. But if it is lawful and equitable for the U. P. or any other road to pay its favorite elevators a fee for unloading and reloading their own grain through their own elevators, will it not also be lawful and equitable for the U. P. road to pay its shippers a fee for handling grain at the country stations, a service just as necessary to the continuance and expedition of the roads' grain business as the services rendered by the terminal elevators? The country stations, too, are subject to competition; they are subject to greater losses in handling grain; must provide free storage for grain, while they enjoy none of the mixing privileges of the terminal elevators—have no opportunity to "clean" other people's grain and gather in a part of the "cream" to mix with their own poor "skim-milk," so to say.

If, too, the U. P. (and other roads) confess it is a necessary part of their business to pay for the transfer service, is it not also a confession by analogy that grain elevators are a necessary part of the railroad equipment? And what will be their answer to the actions, like that in the state of Kansas, by the cooperative farmers, to compel them in that state to build

elevators for the general use? Judge A. H. Allen, who appeared before the Kansas Railroad Commission recently in behalf of the co-operators at Abbeyville, Spearville and Zenith, admitted his belief that the Commission had no power to force the Santa Fé road to grant elevator sites on the right of way; but he did insist that the Commission did have power to require the Santa Fé and other roads to provide "suitable accommodations" for receiving and handling freight, grain included,—the very facilities the U. P. road finds necessary, in its opinion, to pay private elevator companies for providing at its terminals.

It looks very much as if the U. P. law department, in defending an indefensible practice, were playing with fire on a powder magazine.

BEGIN ELECTIONEERING NOW.

The year 1904 will be uproarious with politics. President, governors, congressmen and legislators will be made this year. They in turn will make the legislation of 1905.

The professional politicians are already in the field. In one Illinois congressional district (11th) a nominating convention has been called to be held in February, about three months before it is lawful to hold the primaries under the act. The object of this precipitancy is understood, although politicians in the district, not of the machine, do not understand the necessity of taking a "snap judgment" of this kind.

The movement shows the temper of the professionals, however; and reminds grain dealers and other business men, that if they are to get anything out of politics this year of grace—get honest legislators and decent state officers—it is time to be doing something. In the absence of activity on the part of the business interests of the state, the professional politicians, who are nothing but parasites and sandbaggers of the business interests, will control the legislatures and the legislation.

Gentlemen, the time to get busy is now.

INTERSTATE COMMERCE COMMISSION.

The Interstate Commerce Commission, in session at Chicago during the past ten days, has rather punctured the railroads' defense of advanced rates on grain and other merchandise. To the claim that railroading costs more money than prior to 1897, the Commission replied quoting statistics to show that gross and net receipts and dividends had all increased largely since 1897; and Mr. Commissioner Prouty said that the investigation had practically demonstrated that the traffic managers of the roads had had nothing to do with the advances in rates, which were forced by Wall Street financiers in control of the roads, who needed money, and who hold to the theory that any rate is a just rate that is not too high to stop traffic.

This and other recent investigations of the Commission have demonstrated more fully than ever the need of amendment to the commerce law to give the Commission power to enforce its decrees; and as the Interstate Commerce Law Convention's bill (S. 2439; H. R. 6273) provides for this reform, including power to enforce a ruling until the courts set it aside,

it should have the hearty support of all dealers. The bill is supported by trades organizations representing more capital than is invested in the railroads of the nation (including all the water in their stocks), but it will never become a law unless such pressure is brought by public opinion upon senators and representatives in Congress that they will not dare to further resist or refuse to grant the relief to the shipping public that a genuine reform of the commerce law would bring.

THE POINT OF VIEW.

A member of one of the largest firms on the Chicago Board, criticising the report of the special committee on inspection, said:

The special committee came to some queer conclusions. They say they examined the No. 1 northern wheat in public elevators and found it of good quality and condition and that the grade was fully equal to the standard of the last three or four years; that they examined the standard oats and found the grade requirements reached. Having pronounced the grain now in store satisfactory, they still condemned the inspection department for supposed errors in the past or possible mistakes in the future, making a special point of the fact the Warehouse Commissioners are not disposed to meet the Board fairly.

There is an old saying to the effect that it is not what goes into but what comes out of a man that defileth. No one doubts the quality of the stuff in store; it's the stuff that comes out that shippers claim is sophisticated, and yet it is passed by the inspectors.

So while the gentleman alluded to speaks of the inspection at Chicago as "the highest in the world," and the department denies any admixture of hard and soft wheats, a telegram from the New York Produce Exchange, on the selfsame day, said:

Considerable astonishment was created on the floor of the Produce Exchange yesterday [Dec. 23] by an exhibition of a sample of wheat taken from a lot of 105,000 bushels tendered on contract in Chicago to a New York firm. It was supposedly No. 1 northern spring and was so graded by the official Chicago inspectors. When taken to G. H. K. White, official inspector of the New York Produce Exchange, he said that the sample contained Duluth No. 1 northern spring wheat, hard winter wheat, soft winter wheat, some oats, barley, rye and "king-heads."

Now who was right? The fact that mixing grain is a business is unquestioned, nor is it an undesirable practice *per se*; but where can the innocent purchaser expect to stand when inspectors (presumably wholly disinterested and competent experts) cannot agree?

It is, of course, poor business judgment to cry out that the grain we have to sell is not being graded properly—if that is not the fact; but if it is the fact, it is poorer policy to keep quiet about it or to deny it. It is not the "crying out" that, as has been said, "has worked against Chicago"; it is the fact that somewhere along the line between the Chicago grain elevator bins and New York or London or Liverpool docks, or the American miller's bins, the grain the special committee saw in the bins in good condition becomes something else. The American Atlantic Coast inspectors all protest that when the grain reaches them it is diluted, usually to the limit. Where does the dilution take place? It cannot do harm to this market to have this question answered.

EDITORIAL MENTION

It seems to be pretty cold weather for the McCumber bill.

The man who feels his cause is right doesn't fear to arbitrate.

Did you resolve to attend all your state and local meetings this year?

Cold weather isn't keeping capital from entering the grain business. Elevator architects are unusually busy for this time of the year.

The grain man who will conduct his business along the lines of the principles of his association will make some money this year if anyone does. This is to be put in your pipe and smoked daily.

They get big game among the grain thieves on the Coast, where at a Sound port the police captured a railroad yard master, a dock manager and a railroad yard foreman, as foragers on the grain cars entrusted to their "watchful care."

Men are born and men die, but the proportion of those coming into the world is greater than those going out. Railroad cars are coming into commission and going out of commission. The query is, do the railroads keep the stock even?

Among the good things the past year saw was the organization of the long wished for mutual fire insurance company to write risks on grain elevators only. It would appear from the secretary's annual report that the grain men appreciate it.

During the cold weather it is hard to tell the real condition of new corn by the feel; and buyers will do well to let it thaw out in the warm office before finally deciding how to grade it. On the tables in Chicago it has to stand this test, often with serious loss of grade.

"Down East" the cental has suggested itself as a convenient unit for selling grain—more than "convenient" when the dealer buys corn by the carload at 56 lbs. to the bushel and sells a cental of it in a sack as two bushels. Who would not sell by the cental at that rate!

It is one of the most delicate tributes paid to the late Col. Prouty of Oklahoma that for the last three years he operated as grain inspector practically without bond, and no one knew it—or cared. He was one of the men who did not need a bond to keep him in the line of his duty.

The Official List of regular grain dealers of Michigan has been issued by Secretary Ewer of Battle Creek. It is in the usual form, but has the improvement of marginal lines for noting changes of stations. There is also considerable matter in the form of suggestions on the "Benefits of Association Work," state farm statistics, lists of railroads and connections, freight

lines, etc., which add greatly to the working value of the book.

There are not many gear wheels to catch clothing in an elevator, but there are some; and too great care cannot be exercised to see that they are covered to prevent accidents. A case of narrow escape from death reported in the casualty department should serve as a warning.

An instance recently occurred where the railroad coopered its cars and sent the bill to the grain shipper for payment. Wouldn't it be quite correct in retaliation for the grain man to send his tailor's bill to the railroad with the request that the latter pay for that last patch on his pants?

The Australian harvest of wheat reached the unprecedented total of 76,000,000 bu., beating the Canadian West by a large percentage. At this rate, the Australians and not Canada will get the greatest benefit of the Chamberlain differential, should that worthy succeed in hoodwinking the English voters.

This is the season when the careful shipper labels his cars: "New Corn—Perishable: Rush." Cards with this legend and spaces for notations of car initials and number and name of shipper's station and date loaded, are inexpensive; and when used on every car, they may save many a lot of corn from being delayed and going wrong. Try it.

In Salt Lake City the retail grain and flour trade has been upset by a new wrinkle by a certain jobbing house, which has abandoned its former salesroom and now does all its business by correspondence. It makes no deliveries but cuts prices to the quick to induce its trade to make its own deliveries. The new move is said to be playing havoc with the business of some small dealers.

Kansas has a law putting a penalty on railroads of \$2 per day per car exemplary damages in addition to actual damages sustained by a shipper by delays in furnishing cars or by delayed shipments. Several shippers who have been most seriously damaged in this way recently now propose to test that law. One is a government hay contractor who was unable to get a car for forty-five days. It does not seem possible that equipment is so remarkably short; there certainly must be some atrocious mismanagement somewhere.

The Supreme Court of Missouri recently filed an opinion holding that a railroad in that state may not lawfully charge more for a haul in one direction from a given point than it does to any other point in the opposite direction for a greater distance. In other words, the Court sustains the doctrine of a proportional mileage tariff. Theoretically, this is the ideal system for basing rates; yet it must be confessed there are practical objections to it, which even the interstate commerce act has recognized in its long and short haul provisions, which is subject to the limitations of the same direction and substantially similar circumstances. In states, too, where such laws have existed, the competi-

tive necessities of industry have in practice substantially nullified them to a considerable extent.

A co-operative elevator promoter made a "killing" in one western town by proving to his own satisfaction that cities are "dens of corruption" and that 99 per cent of the crime is committed within their limits. But even these horrid places have people who must eat; and if they were to stop eating one wonders if he could find prices of farms and farm stuffs with a microscope.

In the midst of her mourning for the victims of the Iroquois horror, Chicago was glad to recognize the spontaneous sympathy of the exchanges of nearly all the Western markets, which closed their doors on December 31, and sent messages of sympathy to the Chicago Board. How truly does such a calamity remind us that all men are kin and that the feeling of kinship is universal and inextinguishable.

The Governor of Oklahoma has discovered that the grain inspection law of his territory makes no provision for the official inspection of grain in wagons at the country elevator; and he proposes, it is understood, to correct the deficiency. His attempt along this line will be watched with great interest. If he comes out politically alive to tell the tale he ought to be in line for almost anything tough.

The Nebraska dealers interested in the new Omaha Grain Exchange hope that when the exchange begins its business it will result in a recognition of the Nebraska grain grades established by the dealers' association of that state. State inspection there has never been operative for obvious reasons; but with an Omaha delivery inspection might become something more than the semi-private function it has been at Lincoln and other points, where dealers use it and find it convenient for local delivery purposes.

About the only thing that can be said in favor of the McCumber bill is that Sec. 1 provides that the chief inspector (with the measly salary of \$2,000) shall examine into and report upon conditions affecting the public inspection and weighing of grain and make suggestions for the correction of defects; and that Sec. 6 provides for uniform U. S. Standards. Both sections are grossly imperfect in form and substance, but they contain a valuable germ. The rest of the bill is unmitigated rubbish.

The 34th annual convention of the National Board of Trade, to meet at Washington, beginning on January 19, threatens to suffer from the multiplicity of topics presented, no less than 96 propositions on 57 different questions appearing on the official program for consideration, including the postal laws, navigation laws from several standpoints, consular service, reciprocity, forestry, crop reports, interstate commerce law, national inspection of grain, prompt transportation of grain and merchandise, and so on *ad lib.*, all to be discussed and passed upon within the course of three or four days. One wonders if anything can be accomplished in a

thorough manner. The Board has a mission, no doubt; it represents vast interests; but these interests can hardly be conserved by such wasteful scattering of ammunition, so to say.

A cashier of a bank at Highland, Kans., has gone wrong and, so it is alleged, has uttered forged paper to the extent of \$60,000. Of course, he speculated—that's the usual explanation; and, of course, he did it on the Chicago Board—that's the only place. *Ergo*, the Chicago Board is the guilty party; and the forger will get the maudlin tears and the bouquets and his picture in the degenerate yellow papers—that's modern newspaper sentimentality.

Kansas City makes note of the fact that in 1897 Kansas raised 51,000,000 bu. of wheat, of which 37,227 cars reached that market, July 1 to December 1; and that in 1903 the state raised 94,000,000 bu. but for like period only 29,171 cars reached the same market. There are various explanations, such as scarcity of cars in Kansas and natural deflection of grain to other outlets, especially to the Gulf; but Kansas City must not forget that her delivery rule is not fair nor reasonable, and that it must operate to send grain away from her doors that might otherwise have gone there.

The meeting at the New York Produce Exchange to protest against the passage of the McCumber bill, called by President Foering of the Chief Grain Inspectors' National Association, was, it is hoped, another step toward a general meeting of representatives of the exchanges in behalf of uniform rules for grading grain. All great reforms come slowly, and President Foering and his colleagues in this work are, no doubt, often discouraged; but we believe that "keeping everlastingly at it" will, with the assistance of such ignoramuses (as to inspection) as Senator McCumber, bring about the end they have in view.

Representative Gillett of Massachusetts has introduced in Congress a bill for a law to shut up the bucket-shop by prohibiting the use of interstate telegraph and telephone lines to promote gambling. The peculiar feature of the bill is its definition of the term "bucket-shop," which is made to include "every place wherein any person, association, co-partnership, or corporation engages in the business of making contracts respecting the purchase or sale or purchase and sale of any grain, stocks, bonds, or other securities, wherein both parties thereto contemplate that such contracts shall be or may be closed when the public market quotations shall reach a certain figure."

Ed. Culver was the other day reappointed chief grain inspector for Toledo for 1904 at an increased salary. There are several reasons for Culver's popularity at Toledo and with traders in that market, but only two need be mentioned now: He is always "plugging" for Toledo; and as C. A. King & Co. say, he "appreciates the importance of having the inspection out of public elevators the same as the inspection in, so that millers and shippers can buy freely on the grade and be sure of getting an average." It has been said by a big operator of the Chicago inspection of wheat that as only

about half a dozen houses handle all the wheat that comes to this market, it doesn't "cut much ice" whether it is good or bad, so long as they are satisfied. The inspection seems to be conducted in that way. In Toledo it seems to be different—in intention, at least.

The Southwestern Lumbermen's Association has prepared a bill, which it is seeking to get through Congress, to compel the railroads to furnish adequate cars to shippers and to transport merchandise without delay. The grain trade is with the lumbermen on any proposition of that kind, of course—they have wanted just that thing for several years, or ever since prosperity got here on both its feet. But, after all, it would seem that if all parties would unite to push the bill to amend the interstate commerce act, some material part of this other demand would be attained by that bill; the rest would then come easy.

The Tri-State Grain Growers' convention managers are shocked and pained to learn that this year, contrary to the former practice, the grain men of Minneapolis and Duluth will not contribute to pay the expenses of publishing the proceedings of the Fargo convention for general circulation. Last year the convention put up a cry for Wisconsin inspection in place of Minnesota, endorsed Senator McCumber's national inspection stupidity, and generally roasted the dealers all along the line. And that's the sort of stuff the dealers decided this year to publish and circulate again at their own expense—nit. It's always safe business to let a crank do his own cranking, even if he has a bushel or two of uncleaned wheat to sell as No. 1 Northern and no dockage.

The movement by the Indiana dealers for the application to all stations of the demurrage rule in force at certain stations only, is to be commended. It is a lamentable fact that many people are considerate of their fellows only on compulsion; and we have in the Canadian West a too vivid example of the damage done regular shippers by turning over cars to the tender mercies of scoop-shovelers and others who take all the time "the law allows" to load and unload them. The railways themselves by their per diem system of charging for the use of foreign cars have relieved the pressure for cars to some extent; if they can still further relieve it by a reasonable and equitable demurrage rule applied in interior towns, they should be encouraged in their efforts. A man who cannot be reasonably prompt in these days is an anachronism in business.

The Interstate Commerce Commission has been enquiring at Chicago into the reasonableness of grain rates. The railroad men all testified that it costs more to handle freight than it did before "prosperity" began. But Commissioner Prouty disconcerted the concert of opinion on that subject by remarking that gross earnings had been steadily increasing, that the ratio of operating expenses to earning is decreasing, and that dividends in spite [of copious injections of water into bonds and stocks and] advances in the cost of railway supplies and labor had increased. As Nicodemus once exclaimed in wonder, "How can these things be?"

Mr. Geo. H. Crosby of the Burlington explained, after the manner of railway men, that "the net earnings of a railroad had nothing to do with the fixing of a freight rate, taking the position that because a railway company was making money the freight department was not necessarily responsible for its gains." Then all rested, as the lawyers say.

In spite of the fact that British trade, as indicated by the Board of Trade returns, reached in 1903 the unheard of total of \$4,516,768,205, or \$125,000,000 in excess of any previous yearly total, and that exports alone in 1903 exceeded any previous total by \$56,042,685, it actually seems as if Mr. Chamberlain were impressing England with his view that the nation's trade is in a fair way for extinction. In two recent by-elections his candidates have won seats by substantial majorities—so great that competent authorities incline to the belief that the country is working strongly toward "tariff reform." There probably was never a more amazing piece of demagogic effrontery than this Chamberlain campaign; for whatever may be the actual merits of his economic theory on academic grounds, empirical science has demonstrated the utter fallaciousness of his premises. There is really nothing so moving as audacious political palaver.

The trouble of the farmers' company at Madelia, Minn., are not yet over. As long ago as 1897 suit was brought to wind up the affairs of the company, a judgment having been returned unsatisfied. A receiver was appointed, who dug up about \$8,000 by having a mortgage foreclosure and a judgment in favor of certain directors set aside. Then the creditors began to come in, proving up about \$11,500 in claims. The Supreme Court held that the directors were personally liable for \$8,000 of money advanced by them, on the ground that if they did not know it was squandered in speculation they should have known and prevented it, and now the District Court holds that all the stockholders are liable for the remainder of the debts and must provide the funds to pay them. And thus, as a sympathetic reporter says, are the "innocent compelled to bear the burden." It's costly experience, perhaps, but it's an experience, all the same. Why complain?

In instructing the jury in the case of State vs. Edwards, Wood & Co., at Duluth, on Jan. 7, the court held that when grain is consigned to a commission merchant to be sold on commission, it is the consignee's duty to sell the same to another purchaser in the open market and that as consignee he has no right or authority to buy this grain himself. This is certainly sound doctrine in ethics and probably also in law. Any other principle in the commission business would end in the collapse of the entire system. No business depends so much on confidence as the commission business; and no course of action could so rapidly undermine that confidence of a shipping public in the high standard of ethics in the commission business as an endorsement by boards of trade or the courts of the doctrine that consignees or commission men have a moral or legal right to act as buyers of the grain consigned to themselves. Equitable trading on that basis is against human nature.

TRADE NOTES

The Albert Dickinson Company of Chicago is enlarging its interests at Gurney Park, Minneapolis, and has commenced work on a \$40,000 seed elevator, a \$21,000 warehouse and \$19,000 power house.

The Chicago factory of the Weller Mfg. Co. has been enlarged by a 60x175-foot addition. A number of new machines have been installed and the entire plant rearranged, with a view to increasing capacity and facilitating the speedier handling of orders.

An extensive corn shelling and cleaning outfit is being furnished to the Commercial Distilling Co. of Terre Haute, Ind., by Nordyke & Marmon Co. of Indianapolis, Ind., which company is also placing power connections and other supplies for enlarging the distilling plant.

"Power Transmission Economics" for December contains among other interesting matter cuts of two appliances recently built by the Dodge Manufacturing Company for the Montreal Elevator. One is a special moveable grain hopper of large capacity and the other a 42-inch revolving spout.

"Graphite," the Dixon Crucible Company's house organ, is, of course, devoted to the company's specialties first, last and all the time, but the editor has an industrious pair of scissors and a discriminating sense of what is good in current literature. By combining the two he succeeds in producing a little paper that appeals strongly to business men.

We are told that one of the Richardson Scale Company's Automatic Scales working in Minneapolis is weighing within one ounce per draft. We understand that the principle of the scale is a beam with dead weights, thus securing greater accuracy than in a weighing machine with a compounded scale. One of these scales has been in operation in a Pittsburg mill for ten years and during that time has not cost a cent for repairs.

The style of the New Era Iron Works, Dayton, Ohio, has been changed to the New Era Gas Engine Co. The company's catalogue for 1904 is out and lists the complete line of "New Era" and "Little Giant" Gas and Gasoline Engines. The line is very complete, both as to styles and sizes. As an instance of the popularity of the "New Era" Gasoline Engine as an elevator power, it may be remarked that one concern in the Northwest has 14 of these engines in use in its different houses.

J. F. Younglove, formerly of the Younglove & Boggess Company, Mason City, Iowa, grain elevator contractors and builders, has retired from that connection, but will continue in the same line, making his headquarters at the same place. As the managing partner of the old firm, Mr. Younglove has had an experience that amply qualifies him to plan and erect anything in the line of grain elevators. He is in close touch with all markets and knows where and how to buy material on the most advantageous basis.

The factory of the Waterloo Motor Works, Waterloo, Iowa, in which the Davis Engine was manufactured, was entirely destroyed by fire on the morning of December 14. The loss was in the neighborhood of \$30,000, with \$11,000 insurance. Fortunately the company's patterns were not burned and as they have another well equipped factory steps were at once taken to transfer the engine manufacturing business to this plant. Necessary changes were rushed and business resumed with as little delay as possible.

The stockholders of the Otto Gas Engine Works have decided to increase the capital of the corporation from \$600,000 to \$2,500,000 and build a large, new plant just as soon as the management can find a suitable site for the purpose. Large gas engines, producer gas plants, launches and marine engine, gasoline hoists, compressors and other adaptations of the gas engine will be built promptly at the new plant. A suitable site must contain not

less than thirty acres, must be located on a good water front and must have good railroad facilities.

The Jeffrey Manufacturing Co. of Columbus, Ohio, have adopted the plan of issuing separate catalogues devoted to the different line which they manufacture. This has been found advisable in view of the fact that the company makes so many different specialties it would be impossible to list them all in one catalogue without making the book entirely too heavy. The latest catalogue published by the Jeffrey people is devoted to Jeffrey Screening Machinery. It contains 56 pages, 9x6 inches in size, and is partially devoted to a collection of testimonial letters.

General catalogue No. 36 of the Marseilles Manufacturing Company, Marseilles, Ill., comes to hand in the form of a handsomely printed and illustrated booklet of 126 pages. The cover design is in red and green and the reading pages, which are devoted to a list of the power corn shellers, etc., made by the company, are plentifully illustrated with half-tone engravings of the different machines, power appliances, etc. The catalogue contains pictures of the officers of the company, an exterior view of the large plant and numerous interior views showing the workings of the various departments. This catalogue marks the thirty-sixth year of the Marseilles Manufacturing Company's existence, the business having been established in August, 1867, and incorporated in 1870.

The Union Hay and Grain Co., Cincinnati, Ohio, recently installed in their Elevator A, in that city, a Perfection Grain Drier supplied by the Perfection Grain Drier Co. of Chicago. The Drier was put in operation by running new corn through it. The corn had originally inspected "Rejected" and "No Established Grade." The results that followed the operation of running this corn through the Perfection Drier are said to have been highly satisfactory. Every bushel came out in a cool, sweet and dry condition, grading No. 3 in quality and enabling the company to place it against contract sales with compliments from the buyers. The corn was perfectly healthy and had the appearance of having been dried entirely by nature, being void of bleached or apparently cremated kernels. The shrinkage in weight did not average over one per cent.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., have issued the following card of thanks to the trade: "We take this opportunity to thank all of our patrons kindly for the consideration extended to us during the year just closed. Advanced strides have been made by us during the year, our facilities so improved as to turn out our orders with promptness and dispatch. Tests have shown that the superiority of the Invincible for quality and good work stand out pre-eminently and it is with a just pride and satisfaction that we can name among the patrons of the Invincible some of the largest, most prominent and critical. We trust and hope to do a much larger business with you the coming year and you can rest assured that your orders will have our prompt and careful attention. Again thanking you and wishing you a Happy New Year."

C. A. Burks of Decatur, Ill., has favored his friends in the trade with a beautiful souvenir entitled "American Song Birds." It consists of six panels, loosely bound together in the form of a hanger, showing lithographic reproductions, in color, of bust portraits of the leading American opera singers. The panels are 10x12½ inches in size and each bears a single portrait. The singers shown are Lillian Blauvelt, Lillian Nordica, Sybil Sanderson, Suzanne Adams, Emma Eames and Louise Homer. The panels are entirely free from advertising of any kind and the beauty and richness of the souvenir will make it welcome in any home or office. While the absence of advertising matter is unique and will please many recipients, yet we sometimes think the idea that it is objectionable *per se* is a mistaken one, or at least overestimated. As a compromise, perhaps, Mr. Burk's business card might have appeared in modest form in the back and have secured him some measure of credit for

the beautiful souvenir. A very successful hit on this kind of advertising was made by a professional friend of the writer last season in the way suggested.

The Memphis Elevator, Kansas City, Mo., operated by Brodnax & McLiney, and also the Frisco Elevator in the same city, operated by John I. Glover, will each be equipped with a No. 6 Hess Drier, the erection of which has already begun. There are now six large Hess driers on the Missouri River between Missouri Valley and Kansas City, giving to the elevator interests in that district ample facilities for saving and caring for immature and damp grain. The Hess Warming & Ventilating Co. report an unusual demand for drying apparatus, as well as assurances from their customers that the use of these machines is immensely profitable.

Among the calendars for 1904 received at this office are a number that are fine examples of the lithographer's and printer's arts. Union Iron Works, Decatur, Ill., issue a hanger 13x25 inches in size, the subject being "A Twentieth Century Girl," after a painting by Wostry. J. F. Twamley & Son, Omaha, Nebr., send a hanger, 17x24 inches; subject, an autumn woodland scene with two hunting dogs "on a point." Sneath & Cunningham of Tiffin, Ohio, have a three-sheet hanger of a highly ornamental nature. Each sheet is heavily embossed in gold and has a center panel in which is lithographed a beautiful female figure. A heavy satin cord binds the three sheets and serves as a means for suspending the calendar. The sheets are 11½x17 inches, the pictorial panels being 7x11 inches in size. E. Harnden, Sanilac Center, Mich., has a serviceable card calendar 11x14 inches in size, the decoration being an excellent half-tone illustration of Mr. Harnden's elevator and office. Reynolds Bros. of Toledo, Ohio, send a most unique and beautiful affair in the shape of a series of panels 9x11 inches. Each panel has the dates of three months and is decorated with a woman's figure done in the semi-impressionist style. This calendar is remarkable for the quality of workmanship it displays, the designing and execution being above the ordinary. McCord & Kelley of Columbus, Ohio, are sending out a number of different designs in handy desk calendars. One style is 3½x6¼ inches and another is 3¼x5¼ inches. The five samples submitted all have different ornamental designs.

ILLINOIS VALLEY GRAIN DEALERS' ASSOCIATION AT CHICAGO.

The annual meeting of the Illinois Valley Grain Dealers' Association was held at the Great Northern Hotel on the afternoon of December 21.

President F. N. Rood being absent, Vice-President J. H. Carlin occupied the chair.

Secretary Geo. Dunaway read the minutes of the last meeting, which were approved as read.

On motion by Charles L. Douglass of Marseilles, the secretary was granted \$50 for his services during the past year.

George A. Stibbens, secretary of the Grain Dealers' National Association, was called upon and made an address.

The election of officers resulted as follows: President, Wm. Kreider, Tonica; vice-president, J. H. Carlin, Utica; secretary-treasurer, George C. Dunaway, Utica; Board of Directors—F. L. Ream, Lostant; F. N. Rood, LaRose; Jas. Bruce, Marseilles; G. A. White, Chicago; G. T. Wilson, Morris; H. M. Taggart, Wenona; Wm. Holly, Peru; George C. Dunaway, Ottawa; W. A. Fraser, Chicago.

Odebolt, Ia., claims the laurels as the largest shipper of pop-corn in the world. In 1902 the shipments amounted to 144 cars, and the crop for 1903 is estimated at 250 cars. At the ruling prices, which range from 80 cents to \$1 a hundred pounds, the value of the pop-corn crop will reach nearly \$50,000. An average yield of pop-corn is about a ton and a half to the acre, so that in average years the crop from an acre will bring from \$25 to \$30 delivered at the railroad station.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Jan. 9, 1904, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat bu.	Corn bu.	Oats bu.	Rye bu.	Barley bu.
Baltimore	625,000	1,007,000	181,000	116,000	1,000
Boston	459,000	199,000	76,000		
Buffalo	5,303,000	82,000	650,000	532,000	1,918,000
do. afloat	220,000				
Chicago	2,814,000	2,394,000	1,202,000	212,000	278,000
do. afloat					
Detroit	279,000	70,000	145,000	6,000	49,000
do. afloat					
Duluth	2,256,000	1,000	797,000	83,000	386,000
do. afloat					
Ft. William	1,858,000				
do. afloat					
Galveston	1,357,000	209,000			
do. afloat					
Indianapolis	235,000	96,000	27,000		
Kansas City	1,355,000	178,000	142,000		
Milwaukee	735,000	50,000	124,000	36,000	373,000
do. afloat					
Minneapolis	12,594,000	122,000	1,935,000	69,000	168,000
Montreal	126,000	159,000	81,000	1,000	61,000
New Orleans	683,000	95,000			
do. afloat					
New York	2,002,000	470,000	1,010,000	17,000	527,000
do. afloat					
Peoria	2,000	400,000	730,000	31,000	9,000
Philadelphia	159,000	138,000	113,000		
Port Arthur	938,000				
do. afloat					
St. Louis	5,728,000	27,000	111,000	44,000	13,000
do. afloat					
Tol do	285,000	356,000	1,034,000	15,000	5,000
do. afloat					
Toronto	34,000		4,000		
On Canal	152,000	155,000	35,000	17,000	69,000
On Lakes					
On Miss. River					
Grand Total	40,199,000	6,280,000	8,700,000	1,239,000	5,369,000
Corresponding date 1903	50,116,000	6,965,000	4,537,000	1,068,000	2,503,000
Weekly Inc.	1,995,000	435,000	192,000	11,000	
Weekly Dec.					11,000

FLAX SEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 17 months ending with Dec as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1903-04.	1902-03.	1903-04.	1902-03.
August	345,226	411,198	97,809	250,496
September	102,620	545,866	162,900	273,292
October	530,960	783,075	166,409	145,142
November	708,953	755,833	41,057	140,400
December	250,979	408,271	78,274	40,559
January		258,875		28,643
February		454,670		39,473
March		282,200		16,323
April		206,918		39,367
May		91,800		46,375
June		106,250		14,362
July		234,981		23,491
Total bushels	1,938,738	4,539,917	549,089	1,088,023

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Jan. 12, has been as follows:

DEC.	NO. 2* R.W. WHT		NO. 1 NO. 2 SP. WHT		NO. 2 CORN		NO. 2 OATS		NO. 2 RYE		NO. N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.	81½	83¼	78¾	79¾	41½	41½						
13.												
14.	81½	83¾	78¾	79¾	42	42	35	36	53½	55		
15.	80¾	83¼	78	79¾	42½	44	35	35	55	55		
16.	80¾	84¼	77¾	79	42½	42½	34½	31½				
17.	81½	85¼	78¾	79¾	42	42	34½	34½				
18.	82	86	79	80	43½	43½	35	35½	56	56	1.01	1.01
19.	82½	88	79¾	80¾	43½	43½	35	35½	56	56		
20.												
21.	83	87	80¾	81	42½	42½	35	35	53½	53½	1.00	1.00
22.	82½	86	79¾	80¾	41½	41½	35	35	56½	56½		
23.	82	86	80	81	42½	43	34½	33	55½	55½		
24.	82½	86	80¾	81½	42	42	34½	31½				
25.	†											
26.												
27.												
28.	83¼	86	81¼	81½	42½	42½	31½	31½	56	56		
29.	83¼	86	81¼	81½	42½	42½	31½	31½			1.01	1.01
30.	83	86	81	81½	42½	42½	34½	31½				
31.	83½	86¼	81½	82¼	42½	42½	34½	31½				
Jan. —												
1.	†											
2.	83	87	82	84	44	44	35¼	35¼			1.03½	1.03½
3.												
4.	82¾	87½	82¾	83½	43¼	43¼	35½	35½	55	57	1.04	1.04
5.	81½	86½	81½	82½	42½	42½	35¼	35¼	51	50		
6.	87¼	88¼	82¾	84½	41	41	36¼	34¼	53	53		
7.	83	88¼	83	84	41	41	36¼	36¼	52	52		
8.	82¼	87¾	82¼	83½	44	44	36¼	36¼				
9.	81¾	87	81¾	82¾	43½	43½	36¼	37¼				
10.	81½	86¼	81½	82¼	43½	43½	36¼	36¼	52½	57	1.03	1.03
11.												

† Holiday.

During the week ending December 18, prime contract timothy seed sold at \$2.87½@3.00 per cental; prime contract clover seed at \$11.00@11.25; Hungarian at \$1.15@1.40; German millet at 75c@1.00; buckwheat at \$1.35@1.40 per 100 pounds.

During the week ending January 8, prime contract timothy seed sold at \$2.90@3.00 per cental; prime contract clover seed at \$11.25@11.50; Hungarian at \$1.50@1.70; German millet at 90c@1.25; buckwheat at \$1.35@1.40 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of Dec., 1903:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	674,425	278,043	506,209	95,907
Corn, bushels	2,547,573	3,398,851	1,619,633	2,952,078
Oats, bushels	235,377	134,399	19,938	990
Barley, bushels	31,319	89,311	17,070	40,826
Rye, bushels	151,413	330,740	25,714	194,484
Timothy Seed, bus.	5,425	1,343	7,458	3,655
Clover Seed, bus.	6,350	2,020	1,438	2,853
Hay, tons	6,491	4,912	2,212	1,975
Flour, bbls.	579,580	443,479	524,682	211,390

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	1,747,541	1,457,081	880,761	1,326,058
Corn, bushels	561,704	164,164	152,008	90,078
Oats, bushels	509,406	484,876	32,056	51,161
Barley, bushels	8,772	31,818	4,939	42,820
Rye, bushels	6,000			
Flax Seed, bushels		596		265,199
Milled, tons	1,208	1,013	67	547
Corn Meal, bbls.	2,023	1,318	1,741	938
Oat Meal, bbls.	9,789	17,403	2,645	5,854
Oat Meal, sacks	10,084	5,908	10,797	7,667
Hay, tons	15,800	14,570	217	162
Flour, bbls.	221,709	214,113	68,162	113,391

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Receipts by lake; shipment by rail. Navigation has closed until about April 1.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	2,774,341	2,619,441	1,833,209	910,152
Corn, bushels	5,813,731	6,403,883	2,822,813	3,042,469
Oats, bushels	6,342,383	8,275,400	3,459,007	5,497,641
Barley, bushels	2,834,273	2,356,047	535,279	471,157
Rye, bushels	264,155	502,245	176,805	129,377
Timothy Seed, lbs.	3,013,950	2,984,239	870,665	1,394,460
Clover Seed, lbs.	831,137	1,006,110	422,360	500,060
Other Grass Seed, lbs.	2,396,616	1,713,227	2,208,909	386,832
Flax Seed, bushels	339,579	268,345	54,415	41,006
Broom Corn, lbs.	767,000	3,038,700	608,765	1,086,650
Hay, tons	23,063	20,287	568	907
Flour, bbls.	1,006,864	690,704	778,552	526,130

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	157,200	152,169	115,465	146,002
Corn, bushels	1,153,916	631,211	412,064	238,646
Oats, bushels	358,798	320,200	95,314	268,969
Barley, bushels	152,000	148,462	5,605	918
Rye, bushels	37,106	66,114	12,610	34,081
Timothy Seed, bags	3,647	3,003	1,419	2,035
Clover Seed, bags	2,829	3,215	687	5,644
Other Grass Seed, bags	6,773	10,261	6,782	11,586
Malt, bushels				
Hay, tons	9,447	10,862	4,511	4,496
Flour, bbls.	168,845	314,118	127,276	268,578

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	77,889		42,870	
Corn, bushels	807,863		297,098	
Oats, bushels	286,411		89,074	
Barley, bushels	9,143			
Rye, bushels	1,840			
Flax Seed, bushels				
Hay, tons	6,353		773	
Flour, bbls.	48,050		19,260	

DULUTH—Reported by H. B. Moore, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	2,191,728	3,068,172	1,399,482	2,576,929
Corn, bushels				
Oats, bushels	254,058	41,944	374,560	133,011
Barley, bushels	207,241	344,434	773,441	986,350
Rye, bushels	106,872	36,883	95,108	108,379
Flax Seed, bushels	2,251,538	1,961,760	1,197,164	1,107,280
Flour, bbls.	210,590	119,510	321,875	276,685

GALVESTON—Reported by C. McD. Robinson, Chief Inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels			1,424,000	822,509
Corn, bushels			186,824	633,107
Rye, bushels				

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wheat, bushels	5,638,500	1,848,800	3,732,300	1,221,600
Corn, bushels	1,045,800	2,420,600	462,600	1,901,600
Oats, bushels	439,200	578,400	344,400	337,200
Barley, bushels	57,000	1,000	29,000	1,000
Rye, bushels	31,200	21,600	28,800	9,600
Bran, ton				
Flax Seed, bushels	800	3,200		2,400
Hay, tons	11,700	13,700	4,220	6,140
Flour, bbls.			120,600	97,600

ELEVATOR AND GRAIN NEWS

ILLINOIS.

James Smith will erect an elevator at Dawson, Ill.

The new farmers' elevator at Morton, Ill., is completed.

R. C. Cox's new elevator at Cora, Ill., is about completed.

J. H. Parrish has installed a new boiler in his elevator at Homer, Ill.

A farmers' elevator company is in process of formation at Leroy, Ill.

The repairs on J. R. Wagner's elevator at Metamora, Ill., are completed.

Welsh & Brazel will install a new engine in their elevator at Symerton, Ill.

I. C. Felger has purchased Moon & Sprague's grain business at Bement, Ill.

Work on Andrew Drohan's new elevator at Danvers, Ill., has been delayed by bad weather.

M. W. Thomson is reported to have bought the grain business of O. B. West at Yates City, Ill.

Work has commenced on the new elevator at Monticello, Ill., for the Farmers' Elevator Co.

A gasoline engine has been installed in the Lexington Elevator Co.'s elevator at Lexington, Ill.

The Tuscola Grain & Coal Co. of Tuscola, Ill., has increased its capital stock from \$5,000 to \$12,500.

The Atwood Grain & Coal Co., Atwood, Ill., has increased its capital stock from \$4,500 to \$6,000.

George Peck & Son have sold their elevator and coal business at Monticello, Ill., to O. T. Williams.

H. G. Porter has completed his elevator, office and engine house at De Land, Ill., at a cost of \$8,000.

The new elevator being built at Atlanta, Ill., for the Atlanta Grain, Lumber & Coal Co. is nearly completed.

The Farmers' Elevator at Bearsdale, Ill., has been completed. There are now three elevators at that place.

The Burke Elevator at Herscher, Ill., was recently purchased by C. H. Rumley of Kankakee, Ill., for \$7,100.

McClure & Co. of Mt. Auburn, Ill., will build an elevator at Bakersville, Ill., a new station on the C. H. & D. System.

B. E. Morgan has consolidated his grain and lumber business at Buckley, Ill., and will handle both from the same office.

The National Elevator Co. is building a new grain office 18x36 feet near its elevator at Newman, Ill. F. E. Brown is manager.

The directors of the Chicago Board of Trade have made the Galena Elevator regular under the proprietorship of Bryant & Co.

William Jurg of Washburn, Ill., has bought C. A. Burnham's elevator and residence at that place and will take possession March 1.

Myers Bros. of Scotia, Ill., are said to be contemplating purchasing the elevator at Eleroy, Ill., and engaging into the grain and lumber business.

A recent report from Morton, Ill., states that the grain dealers of that place have contracted 50,000 bushels of corn and are unable to obtain cars to move it.

The elevator at Catlin, Ill., owned by O. C. Benson of Fairmount, Ill., will be remodeled next spring. The house will be enlarged and made modern in every respect.

The Mt. Pulaski Farmers' Grain and Elevator Co. of Mt. Pulaski, Ill., has purchased a tract of land in that city from William Neidergesaess. The purchase price was \$3,000.

The Illinois Milling & Elevator Co. has been incorporated at Tamms, Ill., with a capital stock of \$50,000. O. T. Tamm, Joseph Mayer, Jr., and D. S. Lansden are the incorporators.

O. S. Skinner, who has been operating the elevator at Stanford, Ill., has retired from the grain business and the owners of the house have leased it to William Imhoff and L. F. Campbell of that place.

The Shaw-Garner Co. has been incorporated at Rockport, Ill., with a capital of \$18,000 to deal in coal, hay, grain and flour. The incorporators are: Charles R. Shaw, William J. Garner and Henry L. Anderson.

J. F. Cooley has purchased a half interest in the elevator at Kenney, Ill., owned by H. C. Suttle. L. O. Williams, who has been managing the elevator, will remove to Warrensburg, Ill., where he will manage Mr. Suttle's bank. It will be remembered

that Mr. Cooley recently sold his elevator to J. I. Everson.

The Farmers' Elevator Co. of Ludlow, Ill., has been incorporated with a capital of \$6,000 to deal in grain, coal and flour. The incorporators are: James McCabe, T. H. Peterson, and M. A. Walsh. A 50,000-bushel elevator will be built.

The Farmers' Elevator at Herscher, Ill., will, it is expected, be completed early in February. The elevator will be 36 feet square and 76 feet in height. A 12-horsepower engine will be installed. The elevator will cost about \$7,500.

E. R. Ulrich & Sons have sold their elevator at Illiopolis, Ill., to N. A. Mansfield for \$10,140. The sale includes the good will of the firm and all the property, and the sellers agree not to engage in business there for fifteen years.

Articles of incorporation have been filed by the Farmers' Elevator Co. of Graymont, Ill. The company is capitalized at \$10,000; the incorporators are: W. A. Tuttle, William Pampel and Henry Brinkman. An elevator will be erected.

The East St. Louis Grain and Elevator Co. has been chartered at East St. Louis, Ill., with a capital of \$25,000 to operate a warehouse for the storage of grain. Corwin H. Spencer, Harlow B. Spencer and John T. Milliken are the incorporators.

Lamoreaux & Haviland of Gilman, Ill., have purchased the lease on the C. H. & D. Elevator at Decatur, Ill., and will operate it. The elevator has been until recently operated by C. A. Burks of Decatur. Both Mr. Lamoreaux and Mr. Haviland are experienced grain men.

H. I. Masters and Masters & Fuller of Fidelity, Ill., have purchased the grain elevator at Carlinville, Ill., together with the two warehouses at Fayette, Ill. These will be operated under the style of H. I. Masters & Co., and H. I. Masters will superintend the business at Carlinville. The firm of Masters & Fuller will continue to operate their plants at Fidelity and Piasa, Ill., as heretofore.

Bartlett, Frazier & Carrington of Chicago have placed the contract with the Burrell Engineering & Construction Co. for a 60,000-bushel elevator at Kankakee, Ill., to take the place of the house burned a short time ago. It will be of frame construction, 42x72 feet and 113 feet in height. It will have a handling capacity of about 40 cars daily. Provision will be made for the erection of an extensive steel addition at a future date. The power house will be of brick and located 40 feet from the main plant. The insurance on the burned Three-I Elevator was settled on December 15, being adjusted at \$87,506 on grain and \$31,500 on building.

WESTERN.

R. C. May has sold his warehouse at Elgin, Ore., to E. W. Rumble.

Y. A. Gray has purchased J. A. Derby & Son's flour and feed business at McMinnville, Ore.

Sam Williams, wholesale dealer in grain and provisions at Salt Lake City, Utah, has filed a petition in bankruptcy.

Farmers' warehouses are in contemplation at Plaza and Cheney, Wash. The farmers of both places are being organized for that purpose.

The Coleman warehouses, feed mill and grain cleaner at Dayton, Wash., recently purchased by C. L. Rowe and Joseph Fair, will be operated under the style of the Dayton Feed Mill & Warehouse Co.

Balfour, Guthrie & Co., of Tacoma and Seattle, Wash., gave each of their married employees \$50 and each of their unmarried employees \$25 on Christmas eve as a token of the firm's good will to those in its employ.

The grain buyers for the Columbia and Seattle grain companies at Orondo, Wash., have closed their offices on account of the poor roads and now all grain will be shipped by way of the tramway at Waterville, Wash.

An organization known as the Farmers' Protective Association of Cascade County has been formed at Belt, Mont., with Joseph J. G. Bruns as president, and William Buzzo as secretary. One of the objects of the association is to build an elevator at Belt, Mont., which it is stated will probably be started during the coming spring or summer.

It is stated that on a recent date there were nearly 200,000 bushels of grain stored in the three warehouses at the head of the tramway at Summit, Idaho, and that probably 100,000 bushels more would be hauled to the tramway. An average of four cars per day are shipped from the tramway and this amount would be doubled if cars could be secured.

The Farmers' Grain and Supply Co. of Spokane, Wash., is building a 35,000-bushel elevator at Davenport, Wash., and has completed one of the same capacity at Wilbur, Wash. Both are operated by gasoline engines. The company has completed a 20,000-bushel warehouse at Irbydale, Wash., and will build one of 50,000 bushels capacity at Spangle, Wash. This company was organized about two years ago and has 900 stockholders, and is capitalized at \$50,000. It now contemplates building

an elevator at Thornton, Wash., and a warehouse at Rathdrum, Idaho. The company is seeking a tide water warehouse also at Tacoma, as a terminal for its system of interior warehouses.

SOUTHERN AND SOUTHWESTERN.

C. L. Spencer has sold his grain business at Newbern, N. C.

T. J. Kendrick succeeds the Marshall Mill & Elevator Co. at Marshall, Okla.

The Paris Milling Co., of Paris, Ky., will build at 75,000-bushel grain elevator at that place.

D. McKie succeeds D. McKie & Co. in the grain trade at Beaumont, Texas.

D. G. Shapard has retired from the grain and seed business at Shelbyville, Tenn., and will engage in the lumber trade in West Virginia.

The Davis & Andrews Co., millers and grain dealers at Memphis, Tenn., is erecting a new grain elevator and warehouse in connection with its present plant.

Polk & Young, proprietors of the Killeen Roller Mills at Killeen, Texas, are erecting a 25,000-bushel steel storage elevator. It will be equipped with scourers, cleaners, separators, etc.

George A. Harbaugh has sold his string of elevators at Lambert, Yewed, Ingersoll, Ashley and Alva, Okla., to Buran House of the Southern Elevator Co., of Oklahoma City, Okla.

C. A. Lowe, elevator builder of Enid, Okla., writes that he has closed contracts for the erection of ten elevators on the line of the A. V. & W. R. R. Three of these are for Ed. Gilroy, four for Goltry & Sons, and three for Randels & Grubb, all of Enid, Okla. Mr. Lowe will also build two elevators on the Guthrie & El Reno branch for the Guthrie Milling Co., of Guthrie, Okla.

Roddy, Williams & Co., dealers in hay, grain and feed, have been incorporated at Nashville, Tenn., with a capital stock of \$10,000. The new concern will do both a wholesale and retail business in the above lines and will also conduct a commission business. The officers are: W. T. Williams, president; Fillmore Roddy, vice-president, and W. H. Walling, secretary and treasurer. H. T. Williams and F. W. Smith are the incorporators.

The firm of Hamilton, Bacon & Hamilton, of Bristol, Tenn.-Va., wholesale dealers in grain and seeds and manufacturers of carriages, has formed a joint stock company and has been granted a charter of incorporation by the Virginia commission. The company is capitalized at \$50,000 and it is expected that amount will be doubled during the year. It is the intention to greatly enlarge the present business of the concern. The officers of the company are: W. R. Hamilton, president; J. A. T. Bacon, vice-president, and J. D. Hamilton, secretary-treasurer.

MISSOURI, KANSAS AND NEBRASKA.

A new elevator will be built at Homer, Nebr.

A farmers' elevator is in prospect at Fremont, Nebr.

W. H. Harroun will erect a grain elevator at St. Joseph, Mo.

J. V. Simek is said to have bought the elevator at Gladstone, Nebr.

Gus Weigand has engaged in the grain business at Petersburg, Nebr.

E. L. Robbins succeeds Charles Swickard in the grain business at Wheaton, Kans.

T. L. Stewart has been making extensive repairs to his elevator at Paimyra, Nebr.

The Hanks Lumber, Grain & Coal Co. succeeds the Farmers' Elevator Co. at Cook, Nebr.

W. H. Curry has put a new foundation under the engine in his elevator at Buffalo, Kans.

The Westbrook-Gibbons Grain Co. has succeeded the St. Libory Grain Co. at St. Libory, Nebr.

Work has been commenced on the Hinds & Lint Grain Co.'s new elevator at Atchison, Kans.

The stockholders of the Albion Elevator Co., Albion, Nebr., held their annual meeting on January 5.

The Taylor Grain Co. has been making extensive improvements to its elevator at North Topeka, Kans.

S. C. Wilson has been admitted to a partnership in the grain business of W. Williams at Ottawa, Kans.

The East Elevator at Wauneta, Nebr., was closed down recently while repairs to the engine were being made.

Fred Echtenkamp, Arlington, Nebr., has put up portable elevating machinery at his corn cribs in that town. A gasoline engine is used as the motive power.

The W. H. Ferguson Elevator Co. has completed and started up its 175,000-bushel elevator at Lincoln, Nebr. The new house is equipped with modern machinery and lighted by electricity. The offices of the company, which were formerly at Hast-

ings, Nebr., have been removed to Lincoln. W. H. Ferguson is manager of the new elevator.

The Woods-Tucker Grain & Lumber Co. has been incorporated at Cherryvale, Kans., with a capital of \$15,000.

C. S. Wilson has sold his grain business and elevator at Lyndon, Kans., to Judson Linden of Osborne, Kans.

The Hargrave Grain & Live Stock Association has been chartered at Hargrave, Kans., with a capital of \$2,000.

The Holmquist Grain and Lumber Co. has purchased the Edward & Bradford lumber yard at Emerson, Nebr.

The Salter Coal & Grain Co., Norfolk, Nebr., has recently completed an addition to its plant for the storage of seeds.

The Duff Grain Co., Nebraska City, Nebr., is erecting large drying kilns and will dry grain for shipment to foreign markets.

The semi-annual meeting of the Farmers' Co-operative Grain Association of Arapahoe, Nebr., was held at that place January 9.

Teichgraeber Bros., millers of Gypsum City, Kans., have installed a 1,500-bushel separator in their elevator at that place.

A 22,000-bushel elevator has just been completed for the farmers at Cambridge, Nebr. P. H. Pelkey, Wichita, Kans., had the contract.

The Farmers' Elevator Co. of Sterling, Kans., has purchased sheds and will handle coal. A feed mill has been installed in the elevator.

The stockholders of the Juniata Grain and Live Stock Co., Juniata, Nebr., held their annual meeting and dinner at that place December 21.

The O. F. Peters Grain Co. has remodeled its elevator at Yutan, Nebr., and done away with horse power, installing a gasoline engine instead.

The Farmers' Co-operative Grain and Live Stock Co. at York, Nebr., is said to contemplate putting up a mill and elevator at that place to cost \$25,000.

The new Farmers' Elevator at Dorchester, Nebr., which was built by P. H. Pelkey of Wichita, Kans., is in operation. It has a capacity of 18,000 bushels.

The Holstein Grain, Stock and Supply Co., Holstein, Nebr., has raised over \$3,000 for the purpose of building a new elevator. An 18,000-bushel elevator will be built in the spring.

The Seward Grain Co., Seward Kans., has withdrawn its buyer from Iuka, Kans., not being willing to pay as much for wheat as the buyer for the new farmers' house at that place is paying.

P. H. Pelkey, Wichita, Kans., has the contract for the machinery for the new Farmers' Elevator at Pretty Prairie, Kans., which is being built to replace the one destroyed by fire some time ago.

The new 15,000-bushel Farmers' Elevator at Indianola, Nebr., was put in operation on December 30. It cost \$3,000 and is modern in its equipment. P. H. Pelkey, Wichita, Kans., was the builder.

The Lebanon Grain and Live Stock Association has filed articles of incorporation with the secretary of state of Nebraska. The principal place of business will be at Lebanon, Nebr., and the capital stock is \$1,000.

Rankin Bros. at Cambridge, Nebr., are building a modern 20,000-bushel elevator. The entire equipment will be the latest improved machinery, including a Hall Distributor. P. H. Pelkey has the complete contract.

The Santa Fe Elevator at Winfield, Kans., was closed down January 1. Richardson & Co., of Chicago, who had leased it for a number of years, have decided to quit that field and confine their attention to their other houses.

The Nye-Schneider-Fowler Co.'s grain office at West Point, Nebr., was entered by burglars on the night of December 30, but nothing of value was taken. A broken bottle partly filled with nitroglycerine was found in the office.

The Glen Rock Springs Grain Co., of Glen Rock, Nebr., has incorporated with a capital stock of \$1,000 to do a general grain business. Frank Wheeler, S. M. Haynes, H. B. Erisman, Henry Simpson and W. H. Brooks are the incorporators.

The stockholders of the Firth Farmers' Grain & Lumber Co. are said to be at war among themselves. It is alleged that one faction is seeking to raise the capital stock from \$18,000 to \$23,000 in order to freeze out the few who are unpopular.

The hay and grain firm of J. F. Twamley & Son, Omaha, Nebr., has announced that if the local grain situation is on the proper basis by next spring that they will erect a large cleaning and transfer elevator in that city. Plans for the building have been prepared, but the site has not yet been decided upon. In addition to the cleaning and transfer building there will be a storage capacity of 200,000 to 250,000 bushels. Additional storage tanks will be added as fast as needed. For feeders the firm already has four elevators, two east of Omaha on the Great Western and two west of there on the

Burlington. Others will be added as fast as suitable locations can be secured. It is stated that Messrs. Updike, Merriam, Holmquist and A. B. Jaquith are also considering plans for the erection of elevators at Omaha, but as yet nothing definite has been done.

The Farmers' Grain and Fuel Co. has been incorporated at Hoisington, Kans., with a capital stock of \$10,000. The company has purchased the old Brinkman Elevator at Hoisington and will do a general grain business. The officers are: W. H. Rice, president; William Logan, vice-president; George Adams, treasurer, and J. R. Brodle, secretary.

The firm of Samuelson & Nelson, grain and coal dealers of Hiawatha, Kans., has been dissolved by mutual consent. A. V. and E. B. Nelson will in the future operate the elevators on the Burlington Railway in Nebraska under the firm name of Nelson Bros., with headquarters at York, Nebr. A. B. Samuelson and J. W. Anderson will operate the elevators at Oneida, Hiawatha and Manuville, Kans., under the firm name of Samuelson & Co. with main offices at Hiawatha, Kans.

The A. J. Poor Grain Co. of Kansas City, Mo., has sold its line of elevators along the Union Pacific Railway in Kansas to the C. Hoffman & Son Milling Co., of Enterprise, Kans., for \$75,000. A new company will be formed under the style of the C. Hoffman & Son Grain Co. to operate these houses as well as those previously owned by the C. Hoffman & Son Milling Co. The new company will have a capital stock of \$150,000 and will probably have its headquarters at Kansas City. The A. J. Poor Grain Co. owns other elevators and will continue to do a general grain business as heretofore. The line of elevators purchased by the C. Hoffman & Son Milling Co. are 22 in number and cover the best "Turkey" wheat district in Kansas. The towns in which the elevators are located are Delphos, Tescott, Paradise, Natoma, Codell, Plainville, Palco, Damar, Bogue, Hill City, Morland, Brewster, Winona, Page, Oakley, Grinnell, Grainfield, Park, Toulon, Victoria, Dorrance and Mendo. These together with the nine elevators already owned by the milling company will put them among the strongest wheat shippers in that state.

THE DAKOTAS.

A farmers' elevator company is being promoted at Webster, S. D.

Alder & Hart have their elevator at Volin, S. D., ready to receive grain.

The R. L. Metcalf Elevator at Kakota, N. D., has been reopened to receive grain.

John Bouza has completed a small grain warehouse near his mill at Tyndall, S. D.

William J. Davey has installed a gasoline engine in his elevator at Saint Lawrence, S. D.

The Burgess Elevator Co. has completed and started up its new elevator at Mohall, N. D.

The Farmers' Elevator Co. of Henry, S. D., has been incorporated with a capital of \$10,000.

The second elevator is now being built at Deering, N. D., and another will be built in the spring.

A Valley City, N. D., party has offered a prize for the best name for an independent elevator company.

R. C. Cooper has sold his grain business at Cooperstown, N. D., to W. S. Hyde of Hannaford, N. D.

The Gesshe Grain & Machinery Co., of Balfour, N. D., has dissolved. O. P. Overholzer continues the business.

The Union Seed & Grain Elevator Co.'s elevator at Madison, S. D., has been opened for business with W. W. Wedgewood as buyer.

A. L. Foster has sold his elevator at West Hope, N. D., to Helgeson Bros., of Souris, N. D. John Helgeson will have charge as manager.

The Andrews & Gage Elevator at Dickey, N. D., has been closed and E. M. Morris, the agent, has returned to his home at New Rockford, N. D.

Chladek & Kolda, grain and implement dealers at Lesterville, S. D., have dissolved partnership. Frank Chladek will continue to operate the elevator.

The Royal Elevator Co. has closed its house at Baden, N. D., for the winter and the agent, C. E. Miller, has been transferred to the company's elevator at Kenmare, N. D.

The Skewis-Moen Grain Co. has purchased the elevator at Wessington Springs, S. D., recently completed by Senator Lane of that place. The company will operate the house and has placed F. W. Stokes in charge.

The Western Elevator Co. has made arrangements with H. Leibbrand of Aurora, S. D., to open its elevator at that place for the purpose of taking in wheat only. He also has charge of the Sleepy Eye Milling Co.'s elevator at Madison.

The Brazil Grain & Shipping Co., of Brazil, N. D., will, it is stated, soon resume work of the construction of the Farmers' Railroad from Brazil to Drake, N. D. The company was organized last June with a capital of \$200,000 and is composed

mainly of farmers. A survey was made and some grading done last July.

T. F. Costello, the elevator contractor, has completed elevators at the new town of Mohall, N. D., for the St. Anthony & Dakota Elevator Co., and for M. F. Scranton, of Michigan, N. D.

EASTERN.

Murray Brown has opened a grain store at Northport, Long Island, N. Y.

James D. Heintzelman has installed a gasoline engine in his new grain warehouse at Wanamaker, Pa.

It is announced that the New York Central Railroad will build another large grain elevator in East Boston, Mass., during the year.

Barrows & Kuhney, who recently purchased the grain and feed business of V. C. Carter at Manchester, Conn., have taken possession.

The Rinehart, Childs & Briggs Co. has been incorporated at Baltimore, Md., with a capital of \$1,000 to deal in grain, flour, etc.

The hay, grain and seed firm of C. H. Squier & Sons of Philadelphia, Pa., has been incorporated as the C. H. Squier & Sons Co., with a capital of \$300,000.

C. H. Felker & Co., wholesale and retail grain dealers at Brockton, Mass., are building a warehouse 40x80 feet in dimensions and one story in height.

S. E. Coburn has fitted up a portion of his grain store at Foxcroft, Me., as a feed mill. A 12-horsepower gasoline engine will be used to operate the machinery.

A new firm, composed of Abner Allen and Edward Sykes, has taken over the grain, flour and feed business at Sandy Creek, Me., formerly conducted by Mr. Allen.

Fred R. Spear, dealer in grain, coal and wood at Rockland, Me., has made an assignment for the benefit of his creditors. The largest creditors are said to be the local banks.

The Penfield Milling Co. has completed a new elevator and feed store at Delhi, N. Y. The elevator is equipped with improved cleaning and grain handling machinery and is operated by an 8-horsepower motor.

George W. Stant has sold his grain and feed business at South Manchester, Conn., to S. E. Brown of Collinsville, Conn., who took possession January 1. Mr. Brown's son, W. E. Brown, will have charge as manager.

Clarence W. Adams has sold his grain and hay business at Warner, N. H., to his father, J. K. Adams, who will continue the business. The junior Mr. Adams has accepted a position in West Virginia and will remove to that state about March 1.

The Keystone Milling Co. has been chartered at Baltimore, Md., to deal in flour, grain, hay, etc. The incorporators are: Louis C. Wilcox, Robert C. Ziegler, Newton R. Wilcox, John F. Nelker and Charles B. Ziegler. The authorized capital stock is \$5,000, divided into 500 shares of \$10 each.

The Waterman Land Co. of Providence, R. I., has let the contract for the erection of a 50,000-bushel elevator and a two-story brick warehouse at that place. The elevator will be 70 feet in height, equipped with modern machinery and operated by electricity. The warehouse will have a capacity of 100 carloads of merchandise. It is expected that the buildings will be completed and ready for operation by April 1. As soon as they are completed they will be occupied by Hurd Bros., grain and hay dealers of Providence. A switch track will be laid to the elevator.

IOWA.

A farmers' elevator is being projected at Clare, Iowa.

Inglis Bros. of Cambridge, Iowa, have completed their elevator at Laurens, Iowa.

A new gasoline engine has been installed in the Tiederman Elevator at Fonda, Iowa.

The Davenport Elevator Co. will build coal sheds near its elevator at Cloverdale, Iowa.

The Atlas Elevator Co. has bought the H. L. Jenkins lumber yard at Corwith, Iowa.

Work on the proposed farmers' elevator at Manson, Iowa, has been postponed until spring.

The Nebraska-Iowa Grain Co. has erected a new smokestack on its elevator at Farragut, Iowa.

The Peavey Elevator Co. is buying corn at Berkeley, Iowa, and shipping it to feeders in the north part of that state.

The grain elevator at Dayton, Iowa, which was operated by Aaron Peterson has been closed on account of the shortage of grain in that section. Mr. Peterson will buy stock at Dayton for the Farmers' Elevator Co. of Gowrie, Iowa.

The new elevator at Kelley, Iowa, owned by John S. Crooks has a capacity of 14,000 bushels, with adjoining cribs increasing the capacity to 20,000 bushels. J. M. Johnson, for three years or more in

charge of the B. A. Lockwood Grain Co.'s elevator, is agent. Coal and lumber will also be handled.

J. W. Twamley & Son of Omaha, Nebr., have completed their two elevators and warehouses at Halbur and McClelland, Iowa.

The B. C. Lockwood Grain Co. of Des Moines, Iowa, has amended its articles of incorporation to materially enlarge its powers as a corporation.

The new elevator building of the Updike Grain Co. at Missouri Valley, Iowa, is being pushed to completion. The cribbing on the operating department is now finished to a height of 75 feet. There will be three floors, with machinery on each floor. The storage part has been completed, the cribbing being 75 feet in height. The elevator will have a total capacity of 625,000 bushels, and with its improved facilities for handling grain will be able to take care of 50 carloads a day. The company has 35 smaller elevators tributary to Missouri Valley and the new house will be used for cleaning and transfer purposes. Several hundred men are constantly employed on the structure.

The new elevator to be built in Sioux City, Iowa, by the Akron Milling Co. of Akron, Iowa, will have a storage capacity for grain of 100,000 bushels. William A. Slaughter, president of the company, states that the company has decided upon the details for the elevator and that it has also been decided to begin construction early next summer. The plans are being prepared by the architect and it is expected that from \$10,000 to \$15,000 will be invested in the plant. Near the elevator will be erected a large warehouse, salesroom and shipping department for the milling company. This building will be one-story in height and will be about 10x75 feet in dimensions. The buildings, when completed, will occupy half a block of ground and a side track of the C., M. & St. P. Railway will run on both sides of the plant. The site chosen has been leased for 23 years and is considered an excellent location. The present offices of the company at Sioux City will be discontinued when the elevator is completed and all the business will be transacted at that building. Feed grinding machinery will be installed in the elevator.

OHIO, INDIANA AND MICHIGAN.

The new elevator at Rawson, Ohio, has been opened for business.

Irwin & Durrach, grain dealers of Anderson, Ind., are now out of business.

Gordon & Dehring, grain dealers at Curtice, Ohio, have dissolved partnership.

It is reported that Greeley & Co. have sold their grain business at Arcola, Ind.

L. McFadden has succeeded J. F. Plie in the grain business at Nankin, Ohio.

The Interstate Grain Co. succeeds Rigsby & Stout in the grain trade at Bath, Ind.

The Harshman Grain Co. succeeds J. S. Harshman in the grain business at Enon, Ohio.

The L. A. Kinsey Co. of Indianapolis, Ind., has changed its name to the National Stock and Grain Exchange.

The Brighton Elevator Co. of Brighton, Loraine County, Ohio, has increased its capital stock from \$18,000 to \$22,000.

W. L. Skinner of Dunkirk, Ind., has purchased the elevators at Redkey, Ridgway and Powers, Ind., from John Caylor.

W. T. McBride's new 30,000-bushel elevator on the Monon Railroad at Frankfort, Ind., has been opened for business.

The elevator and cribs of the Bartlett-Kuhn Elevator Co. at Clay City, Ind., are completed. They have a capacity of 22,000 bushels.

It is stated that an involuntary petition in bankruptcy has been filed against William A. McLaughlin, a grain dealer of Detroit, Mich.

C. M. Barlow of Kokomo, Ind., is contemplating adding some new machinery and increasing the capacity of his Panhandle Elevator at that place.

Bittle Bros. of Wingate, Ind., have purchased the elevator at Linden, Ind., recently sold by F. S. Snyder to Simison Bros. of Romey, Ind. Bittle Bros. run two elevators at Wingate and will operate the house at Linden. A Mr. Millnate, an employee of the firm, will have charge.

The Way-Higley Grain Co. has been chartered at Valparaiso, Ind., to operate the Grand Trunk Elevator at that place and the one on the Erie Railroad at Boone Grove, Ind. The incorporators are: T. W. Swift, of Battle Creek, Mich.; Othie Way, of Wellsboro, Ind., and O. G. Higley, Valparaiso, Ind. Mr. Higley will have charge of the business.

The Star Elevator at Indianapolis, Ind., was visited by burglars on December 16. Three of the robbers stood guard with drawn revolvers while their companions worked for an hour on the safe in the elevator office. They exploded seven charges of dynamite, and although the force of the explosions raised the roof of the building, the robbers

were unable to reach the strong box inside the safe. Only a small sum of money was taken.

The first grain elevator to be built in the La Porte section of the Kankakee marshes has been completed at LaCrosse, Ind. It has a capacity of 65,000 bushels of shelled corn and is accessible to five railways.

The new 65,000-bushel grain elevator of the Crabb-Reynolds-Bell Grain Co. at La Fayette, Ind., was opened for business on December 28. The elevator is 86 feet high and is equipped with the most modern grain handling machinery. A cement basement 13 feet deep extends under the entire structure. A 100-horsepower Atlas engine furnishes power for operating the machinery.

MINNESOTA AND WISCONSIN.

The R. E. Jones Co. has opened its new elevator at Lake City, Minn.

The Thorpe Elevator Co. has closed its house at Lecston, Minn., for the season.

A new wheat cleaner has been installed in the Gillett Elevator at Benson, Minn.

A movement is on foot to organize a farmers' elevator company at Morgan, Minn.

Crandall & Reese, grain dealers at Granite Falls, Minn., have sold their fuel business.

The White Bear Elevator Co. of White Bear Lake, Minn., has put in a feed mill at its elevator.

Farrell & Keefe have installed corn shelling machinery in their elevator at North Redwood, Minn.

A farmers' elevator will be built at Ihlen, Minn., and a company is being organized for that purpose.

A new elevator is being built at Conger, Minn., to replace the one destroyed by fire on November 24.

The New London Milling Co. is rebuilding its elevator at Lynd, Minn., which burned a short time ago.

An independent elevator is being promoted at Pennock, Minn. There are already two elevators at that point.

The proprietors of the Ada Roller Mills, Ada, Minn., are contemplating the erection of an elevator in the near future.

The Monarch Elevator Co. has put in a circular saw at its elevator in Everdell, Minn., and will saw wood for the farmers.

The W. J. Davis Elevator Co. of Eau Claire, Wis., has sold out to the Milwaukee Elevator Co. The consideration was \$20,000.

Herman Swenson has purchased a one-half interest in the Brown Elevator at LaFayette, Minn., and now has charge as buyer.

The Imperial Elevator Co. is building coal sheds at Hutchinson, Minn., and will handle fuel in connection with its grain business.

The elevator at Davidson, Minn., has been closed for the season and W. J. Porter, the agent, has taken another position elsewhere.

The Mazeppa Farmers' Elevator Co. held its annual meeting at Mazeppa, Minn., recently. The secretary's report showed a profit of \$608 on the year's business.

L. P. Kohl's grain elevator at Waupun, Wis., was entered by burglars recently. The thieves cracked the safe and took everything it contained, about \$50 in money, besides all deeds, notes, abstracts, etc.

Several business places at Ellendale, Minn., including the office of the Western Elevator Co., were burglarized recently. A quantity of postage stamps and a pair of pliers was all the booty secured at the elevator.

The Hubbard & Palmer Elevator at Worthington, Minn., has been closed on account of the scarcity of grain, and the manager, E. S. Canfield, has been transferred to Beaver Creek, Minn., to succeed Mr. Dunbar, who resigned.

The Sleepy Eye Milling Co. will convert its elevator A at Sleepy Eye, Minn., into a cleaning elevator. The elevator B, which has heretofore been used for that purpose, has been found inadequate to the demands of the two mills, even when it is run day and night.

The Sheffield-King Milling Co. is making changes and improvements in its elevator at Ellendale, Minn., in order to run a feed mill in connection with the grain business. The present engine house is being remodeled into an office and a separate power house will be built.

The Osborne McMillan Elevator Co. and The Imperial Elevator Co. have each put in buyers at the new town of Otter Tail, Minn. The former will put up a temporary building this winter and is buying wheat. The Imperial Elevator Co. has not decided whether it will build or not, but will buy wheat.

CANADIAN.

The Winnipeg Elevator Co.'s elevator at Argue, Man., is at present closed.

The Farmers' Union Elevator Co., Ltd., of Winnipeg, Man., has been granted a supplemental char-

ter and is now authorized to lease, purchase or erect additional elevators.

An assignment by A. G. McBean & Co., grain dealers of Montreal, Que., has been filed.

A branch of the Manitoba Grain Growers' Association was organized at Neepawa, Man., December 21.

A branch of the Manitoba Grain Growers' Association was formed at Gladstone, Man., on December 19 with 20 members.

A meeting of the creditors of Marchland & Co., hay and grain dealers at Pent de Maskinonge, Que., who failed recently, was held on December 28.

The premises of Charles Norman, Aurora, Ont., dealer in grain and feed, were recently damaged by fire. The loss is partially covered by insurance.

The firm of Lawlor & Co., grain dealers at Carleton Place, Ont., has been dissolved, T. Lawlor retiring and A. R. Hopper being admitted to a partnership.

The Prince Albert Elevator Co., of Prince Albert, Saskatchewan District, N. W. T., has wound up its affairs. The stockholders received \$11.56 for each \$10 share.

P. G. Bussiere & Co., dealers in flour and grain at Quebec, Que., have dissolved partnership, owing to the death of P. B. Bussiere. A. N. Drolet and S. Dugal continue the business.

J. J. Daley of Chicago is said to be negotiating with the Collingwood, Ont., Board of Trade for the purpose of securing assistance towards the building of a 1,150,000-bushel elevator at that place.

The West Elgin Milling and Produce Co. has been chartered at West Lorne, County of Elgin, Ont., to do a general grain, live stock and milling business. The company is capitalized at \$25,000. Archibald McKillop, Malcom McKillop and Daniel McKillop are the provisional directors.

The affairs of the Prescott Elevator Co., of Prescott, Ont., are being wound up and it is stated that the bondholders will probably receive about 75 per cent of the amount due. The amount of bonds covered by the trust mortgage was \$140,000. The claims of the outside creditors are small and have not yet been passed upon. At the sale of the company's assets some time ago the elevator and plant brought \$28,000 and the barges \$90,000 or a total of \$118,000. The two dividends already paid to the bondholders amount to about 35 cents on the dollar and a final dividend will soon be declared.

The total receipts of grain at Port Arthur, Ont., for the crop season of 1903 were 6,715,046 bushels and the shipments were 6,410,478 bushels. The receipts of grain at Fort William, Ont., for the same period were 9,972,590 bushels and the shipments 10,023,863 bushels. The grain for the season was principally shipped on Canadian vessels by way of Canadian ports, only about 1,000,000 bushels being shipped by way of American boats to Buffalo. This is stated to be the smallest amount of grain ever taken from the Canadian head of the lakes by American vessels and is due to the large number of new Canadian boats now being operated on the Great Lakes.

The Ogilvie Milling Co.'s elevator at Argue, Man., was visited by burglars on the night of December 14. The safe was blown open and all the money, amounting to \$1,220, was taken. The safe was kept in the engine room and entrance was gained by prying open the iron shutters and window. Explosives were used and the door of the safe was wrenched completely from its fastenings. The buyer for the company, C. B. Keighley, boards about half a mile from the elevator and there are no dwellings near by. A snow storm during the night of the burglary covered all traces of the robbers outside. The milling company carries burglar insurance on all its safes and will lose nothing by the robbery.

The elevator at St. Boniface, Man., now in course of construction for the Crown Grain Co., of Winnipeg, Man., will be 56x72 feet in dimensions and 150 feet in height, with a 10-foot basement. The building will be covered with corrugated steel and the equipment will include five cleaners, two clippers, smutters and a flax machine. The elevator will have four working legs. The power house will be located about 85 feet from the elevator and will contain a 400-horsepower engine. The new elevator will have a storage capacity of 250,000 bushels and the tank elevator to be built afterwards will have a storage capacity of 2,000,000. The plant is being built at the intersection of the C. P. R., and C. N. R. tracks. W. S. Cleveland of Minneapolis has the contract.

The business of the "Soo" canals in 1903 was rather below that of 1902, the total traffic having been 34,674,437 tons, which is 1,286,709 under 1902. The decrease was all in the American canal, the Canadian canal having gained 773,000 tons. The figures for grain, etc., are as follows:

	1903.	1902.
Wheat, bushels	61,384,552	76,730,965
Other grains, bushels	32,095,646	27,740,822
Flour, barrels	7,093,380	8,910,240

THE EXCHANGES

Minneapolis Chamber of Commerce memberships are offered at \$1,925.

The New Orleans Board of Trade held its annual election January 11.

The Minneapolis Chamber of Commerce has appointed an official sampler of grain, seeds and mill stuff. It will be a fee office.

Chicago Board of Trade memberships are quoted at \$3,000 and several are wanted at that figure. One was sold at \$2,900 during the past 30 days.

The grain section of the Toronto Board of Trade has passed a resolution asking for a return to the old method of government grain inspection.

At a meeting of the directors of the Omaha Grain Exchange January 5 the rules and regulations that are to govern the body were formally adopted.

Ex-President Dodge of the Buffalo Chamber of Commerce is recovering from the effects of an operation, January 4, for the removal of an intestinal fistula.

The annual meeting of the Winnipeg Grain Exchange, which was called for January 13, has been adjourned until February 1, owing to the absence of Secretary Bell.

Although a number of the exchanges were closed on Saturday, January 2, the Chicago Board of Trade and the Minneapolis Chamber of Commerce held short regular sessions.

The members of the Minneapolis Chamber of Commerce Clearing House Association held a meeting on December 22. A new directorate was elected and some changes made in the by-laws.

The annual statistical report of the Merchants' Exchange of San Francisco for the year ending June 30, 1903, has been received. The book contains much statistical matter of interest to the grain trade.

The first meeting of the Nashville Grain Exchange for the new year was held January 2 and showed that the new exchange had become established on a firm basis. Arrangements were made for a banquet to be held the middle of the month.

At a meeting of the grain men of the Cincinnati Chamber of Commerce on January 5, to consider the report of a committee appointed to fix a minimum rate of commission, the proposition to reduce the rate from one cent to one-half cent was voted down.

The Cincinnati Chamber of Commerce will be represented at the annual meeting of the National Board of Trade (Washington, January 19) by the following delegates: J. F. Ellison, John B. Allen, James T. McHugh, Morris F. Westheimer and Charles B. Murray.

On December 28 in the directors' room of the Memphis Merchants' Exchange the grain men of the city presented W. L. Smith of the Illinois Central Railroad with a handsome silver tea set as a testimonial of their esteem. President Alex Allison of the Exchange made the presentation speech.

Over \$90,000 has been spent by the Chicago Board of Trade in its fight on bucketshops. The funds thus used are derived from the sale of the Board's quotations, \$40,000 a year having been received from this source during the past 3 years. These figures are from a campaign document issued by the market report committee.

The grain committee of the New Orleans Board of Trade will consist of the following, appointed by the Maritime and Merchants' Exchange: Wm. P. Ross, H. W. Brodnax, Chas. Dukes, R. J. Barr, C. B. Fox, L. E. Moore and Geo. Gerdes, together with four members to be appointed from the membership of the present Board of Trade.

Amos H. Merchant, who was elected secretary of the Omaha Grain Exchange, assumed the duties of his office on December 15. Mr. Merchant is a former railroad man and the members of the new exchange are highly elated at securing his services, believing him to be an ideal man for the position. He has selected W. F. Morphy as chief clerk.

The directors of the Chicago Board of Trade approved three proposed amendments to the rules, and ordered them posted for ballot. One provides for larger fees for members of the grain committee when called to settle disputes over grading, \$5 per car, \$10 per canal boat, and \$50 per vessel. The present fees are 50c, \$3.00 and \$6 respectively, and members whose time is particularly valuable dislike to serve. Another amendment abolishes the discount on No. 2 hard winter wheat, when delivered on contracts, to take effect on and after July 1, 1904. The third amendment is to provide for morning delivery only on Saturdays when there

is a regular business session from 8:30 to 9:15 o'clock.

A number of gentlemen prominently identified with the new Omaha Grain Exchange visited Minneapolis on December 29 as guests of the Minneapolis Chamber of Commerce and the Chicago, Great Western Railway Company. The party consisted of Gurdon W. Wattles, president of the exchange; A. H. Merchant, secretary; S. A. McWhorter, vice-president; F. P. Kirkendall, Arthur C. Smith, A. B. Jaquette, N. B. Merriam, W. B. Updike and A. L. Reed.

A meeting of the State Boards of Grain Appeals of Minnesota, acting at the Minneapolis Chamber of Commerce and the Duluth Board of Trade, was held in the former city on January 2 and established grades of oats for future dealers in that cereal to take effect January 15. Three grades of white oats and three new grades of white clipped oats were established to conform to the grades of 1, 2 and 3 white oats, except that the weights of clipped oats will be 40, 38 and 36 pounds to the bushel.

The annual auction sale of squares for the display of grain samples on the Boston Chamber of Commerce was held December 24. There are twelve tables and four squares to each table, the bidding in each case being for choice of squares. Secretary Elwyn G. Preston of the Chamber wielded the hammer, and was quick to catch a wink or the slightest nod of the head, proving highly successful in running the bids up from low to high figures. Nearly \$200 more than the previous year was realized by the sale.

ST. LOUIS MERCHANTS' EXCHANGE.

The St. Louis Merchants' Exchange held its annual election January 6. There was only one ticket in the field. The new officers are: Henry H. Wernse, president; Otto L. Teichmann and Manley G. Richmond, vice-presidents; directors, Thomas R. Ballard, William C. Ellis, W. H. Dantforth, Thomas B. Teasdale, R. J. Pendleton; committee on appeals, Elbert Hodgkins, Elias S. Gatch, Henry Burg, John G. Mittler, George F. Langenberg, August F. W. Luehrmann, J. J. P. Langton, Christian Bernet, B. J. McSorley, Geo. F. Siemers, Sam S. Pingree and James N. Chandler; arbitration committee, John L. Wright, John L. Messmore, Charles Wissmath, Jr., Thomas P. Labey, R. C. Tunstall, J. C. Brockmeier, C. M. Fresch, E. S. Walton, Fred W. Scale and H. B. Eggers.

KANSAS CITY BOARD OF TRADE.

The annual election of officers of the Kansas City Board of Trade took place January 5, resulting as follows: President, J. E. Seaver; second vice-president, J. O. Bradenbaugh; directors, J. F. Parker, R. T. Morrison, H. J. Dffenbaugh, F. E. Essex, F. P. Logan, C. A. Dayton; arbitration committee, W. H. Slater, A. D. Wright, R. P. Hamm, P. F. Lucas, John Sellon, W. C. Goffe, who was second vice-president last year, is first vice-president this year.

At the election of the Board of Trade Clearing House Company the following directors were chosen: M. S. Greer, J. S. Carkener, J. A. Brubaker, T. E. Pratt and H. Vanderslice. These in turn selected officers as follows: President, M. S. Greer; vice-presidents, J. A. Brubaker and H. Vanderslice; secretary and treasurer, Geo. Carkener; manager, A. D. Wright.

ANNUAL MEETING AT CHICAGO.

In his inaugural address at the annual meeting of the Chicago Board of Trade, January 11, President W. S. Jackson took occasion to criticize the Illinois statute on option trading. He said in part:

"The section of the statutes of the state of Illinois which makes trading in options for the future delivery of any commodity a crime is, in my judgment, unwarranted in equity or good morals, unjust, unfair and detrimental to the interests of this Board and to those dependent upon it for a broad and open market. This law, born in prejudice, has been forcing to other markets not so hampered by statute a vast volume of business tributary and naturally belonging to our own. The next general assembly should be asked to relieve the trade of the burden of this enactment, and we should bend our early efforts toward securing such legislation."

The meeting was called to order at 3 p. m. by retiring president Chandler. He called for the several annual reports, which were read by Secretary Stone.

The statement of the board of directors was in a degree a digest of these and also stood for the success of Mr. Chandler's administration. It showed among other things the following: That cash on hand, exclusive of \$16,808 credited to the Board by the telegraph companies, amounts to \$47,275, compared with a \$19,412 balance a year ago. Amount received for quotations, \$41,804, as against \$39,608 during 1902. Disbursements on real estate, \$66,047. Received from rentals, etc., \$138,819, as against \$129,254 in 1902. Pro rate assessment for ensuing year, \$50 per member. Membership of Board,

1,792. Aggregate clearances of the Board clearing-house, \$72,118,164, and the balances, \$22,273,221; in 1902 the figures were \$83,590,508 and \$27,668,596 respectively.

The report also dealt at length with the bucket-shop litigation which the Board has undertaken. The closing paragraph on this subject was as follows: "These suits demonstrate the effectiveness of this litigation against the bucket-shops, and have resulted in the entire suppression of this irresponsible institution, with its large private-wire system and numerous branches."

ELECTION AT BUFFALO.

The Grain Dealers' Association of the Buffalo Chamber of Commerce held its annual meeting January 6 and elected the following officers: President, Charles Kennedy; vice-president, Leroy S. Churchill; treasurer, Edwin T. Washburn; secretary, F. Howard Mason.

The report of the secretary and those of several committees were received, and some important business was transacted. A system of weighing grain under the auspices of the Chamber, as in force tentatively during the past year, was adopted. The grain inspection has been done by the Chamber for some time and it is considered important to have the weighing done under the same control.

The association also decided to make an effort to have the Grand Trunk Railway grant recon-signing privileges. The matter of securing sufficient cars was acted upon.

BARLEY AND MALT

John Mueller, Seattle, Wash., has been granted United States letters patent No. 748,875 on a malt turner and aerator.

The board of directors of the American Malting Co., elected at the annual meeting held in November, has organized and re-elected the following officers: Chairman of the board, Frederick Uhlmann; president, Charles A. Stadler; vice-president, Frederick Vullmahn; treasurer, Louis L. Stanton, and secretary, Faneuil D. S. Bethune.

The American Malting Co. has removed the pneumatic malting machinery from the Samuel Scott malt house at Lyons, N. Y., and shipped it to Milwaukee, Wis., where the company is equipping a malting plant solely for pneumatic malting. The Scott malt house was equipped with the Galland-Herning system about ten years ago, at an expense of over \$15,000.

The production of barley in the United States has increased greatly within the last few years, says the government crop report. It is estimated, in a general way, that about two-thirds of the product is good enough for malting purposes, the remainder being used for feeding. Only a small proportion of the crop is exported; in the record year 1898-99 the exports amounted to 23,661,662 bushels, but this was exceptional. The usual quantity of exports in late years is from 6,000,000 to 8,000,000 bushels.

Kansas is coming to the front as a barley-producing state and the yield of the thirty leading barley counties is estimated at 4,628,694 bushels out of a total of 4,854,337 bushels raised. These thirty counties are all in the western part of the state and are known as the "short grass counties." Their total acreage of barley last year was 143,915 acres. The average yield per acre in the barley-producing section was over 31 bushels per acre, while in Grove county the average was 44 bushels. Nineteen counties, mostly eastern ones, did not produce any barley.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
November, 1902	13,752	\$ 6,728	
November, 1903	15,125	6,903	
Eleven mo. end. November, 1902	40,357	22,511	
Eleven mo. end. November, 1903	32,722	16,029	
Exports—			
November, 1902	1,215,537	725,208	
November, 1903	1,040,959	593,216	
Eleven mo. end. Nov., 1902....	7,806,551	4,142,878	
Eleven mo. end. Nov., 1903....	8,201,349	4,746,175	

BARLEY MALT.			
Exports—	Bushels.	Value.	
November, 1902	24,581	18,123	
November, 1903	24,739	18,586	
Eleven mo. end. Nov., 1902....	372,308	253,647	
Eleven mo. end. Nov., 1903....	334,943	245,827	

Wichita elevators are estimated to have handled 8,000,000 bushels of wheat in 1903 and the mills to have ground 1,500,000 bushels.

COMMISSION

Frederick A. Paddleford, for many years with R. G. Chandler & Co., Chicago, engaged in the commission business for himself on January 1.

R. C. Russell, who has been with Charles L. Raymond & Co., Chicago, for a number of years, has started a brokerage and commission house of his own.

James H. Miles, formerly in charge of the shipping department of Requa Bros., Chicago, has accepted a similar position with Thomas Bennett & Co., Chicago.

The Chicago grain commission house of Helmholtz & Remick has been dissolved. Frederick Helmholtz will continue the business under the style of Helmholtz & Co.

Orson C. Wells has applied for membership in the Chicago Board of Trade and will be a partner in the new grain and commission firm of Charles G. Gates & Co.

J. T. Bestor, for a good many years with Leet-Fritz in the cash grain and later in the brokerage business, has become associated with Gillett-Denniston, Chicago, starting with January 1.

S. P. Jordan has opened an office in the Exchange building at Decatur, Ill., and will represent the Williams & FitzHugh Co. of Memphis, Tenn., and the P. P. Williams Grain Co. of St. Louis, in that market.

The United States Grain Co. of Chicago, Toledo and Buffalo has opened an office at South Bend, Ind., where its terminal elevators are located, in charge of George White, and will operate a private wire system.

H. I. Baldwin & Co. of Decatur, Ill., with January, completes a year and a half since entering the grain business in that market, and they report that they are well pleased with the growth of the business and the future outlook.

Fyffe Bros. & Co., members of the Chicago Board of Trade, on January 6 ordered all their open trades transferred to the Peavey Grain Co. The firm became tied up in its open trades and transferred as the easiest way of settling open transactions.

J. E. Owen, formerly with the Cargill Commission Co., Duluth, and for a number of years an inspector in the Minnesota grain department, has taken the position of manager of the grain and produce department of the Stone-Ordean-Wells Co., of Duluth.

P. P. & J. T. McLaughlin, who have been in the grain commission trade at Seattle, Wash., for the last year, have moved their interests to Chicago, and for the time being will clear through W. H. Lake & Co. They were formerly located at Detroit.

After being a grain shipper on the Chicago Board of Trade for twenty years, Joseph Gregg is moving his grain office to Atlanta, Ga., in order to be near his Southern trade. Joseph Gregg, Jr., his son, will be associated with him and the firm will be Joseph Gregg & Son, Atlanta, Ga.

John Thyson, treasurer of the Thyson Commission Co., St. Louis, was suspended from the St. Louis Merchants' Exchange on December 28 by the board of directors. His refusal to pay certain profits on grain deals, claimed by John T. Milliken, is the reason for the suspension. Thyson contended that the market had been manipulated.

The firm of Fairchild & Bell, Wichita, Kans., with offices in the Sedgwick block, that city, have dissolved partnership. The firm represented the E. Sevilla Grain Exporting Co., of New Orleans. Mr. Fairchild has removed to Kansas City and will continue to represent the same company. Mr. Bell will remain in Wichita for the present.

T. E. Wells & Co., Chicago, on January 1 admitted to partnership J. R. Godman, who for five years has handled the eastern shipping business for McReynolds & Co. He will have charge of the same department for T. E. Wells & Co. W. M. Timberlake, who was for years with E. Seckel & Co., has charge of the western grain receiving business for the firm.

Upon application of father and sons constituting the grain and hay brokerage firm of John W. Fisher & Co., Cincinnati, Ohio, Charles S. Fisher has been appointed receiver. The elder Mr. Fisher desires to retire from active participation in the business, and it was deemed advisable by all concerned that the partnership be dissolved and the business be incorporated.

W. L. Dumont of Decatur, Ill., has recently added the Hammond Elevator Co. to his line accounts and is taking care of all business intrusted to him for that company in the Decatur market. He at present represents the following: Carson, Craig & Co., Detroit, Mich.; W. A. Rundell & Co., Toledo, Ohio; Hammond Elevator Co., Hammond, Ind.; Bell-Duff Commission Co., Nashville, Tenn.; Shanks, Phil-

lips & Co., Memphis, Tenn., and the W. S. Frumentum Co., Detroit, Mich.

William C. Leistikow, a prominent miller and business man of Grafton, N. D., has made application for membership in the Minneapolis Chamber of Commerce. Mr. Leistikow has purchased the certificate formerly held by W. J. Bettingen, now one of the prominent grain men of Winnipeg.

It is announced that John A. Rodgers, who has been with W. H. Lake for the past year, and Edward P. McKenna, who has been for the last fourteen years with Bartlett, Frazier & Co., have been admitted to a partnership in the grain commission business of W. H. Lake, Chicago. The style of the new firm is W. H. Lake & Co., and the change took place January 1.

The stock and grain commission house of Harris, Gates & Co., Chicago and New York, is to dissolve partnership on March 1, after an existence of two years, during which time it is credited with having done the largest commission business ever transacted in Chicago. John F. Harris and Samuel C. Scotten, who made up the firm of J. R. Harris & Co., up to March 1, 1902, will retire from Harris, Gates & Co., but will, it is stated, continue in the grain and commission business. John Dupee, a special partner of Harris, Gates & Co., also retires, but he will continue to make his headquarters with the new firm of which Charles G. Gates will be the head. The new firm will probably operate under the style of Charles G. Gates & Co., and will continue the business formerly conducted by Harris, Gates & Co. It is stated that John W. Gates and John Lambert, who are special partners in the present firm, will have the same relation with the new one. The New York offices will be continued as will also the Rookery office at Chicago.

SEEDS

James J. H. Gregory & Son's seed house at Marblehead, Mass., opened for the season the first of the month. About 25 girls are employed.

The largest seed farms in the world are now to be found in California, and foremost among the many wonderful things that state has accomplished in a little more than half a century is her great industry of seed growing.

The Haven Seed Co. of California, which has been in process of organization for some time, has been incorporated at San Luis Obispo, Cal., with a capital stock of \$50,000. The following are the directors: E. W. Clark, D. D. Barnard, L. J. Beckett, P. M. Gregg and F. M. Haven.

A press report from North Yakima, Wash., states that the growing of alfalfa seed will be given much attention this year by farmers of the Yakima Valley. The demand for this seed is greater than the supply and prices are higher than ever before since the first introduction of the plant 50 years ago.

A recent report from Montreal, Que., says the export seed trade has begun, several good sized shipments of red clover and alsike having gone forward to the English market; but prices there are much lower than at this time last year, especially in alsike. Red clover in the same market is lower than at this time last year, but not as much in proportion as alsike. The English market appears to be in a healthy condition. The market here is quiet, but prices rule steady, and a good season's trade during the coming spring is confidently anticipated.

The Oklahoma Corn Growers' Association has been granted a charter. Its principal place of business will be at Newkirk, Okla. The incorporators are: J. O. Thomas, a member of the Territorial Board of Agriculture; William Howard Phelps and W. C. Bardo, all of Newkirk, and the dean of the Oklahoma Experiment Station at Stillwater, who, at present, is Professor John Fields. The chief purpose of the association is to promote the growth of corn in Oklahoma and to supply corn growers with improved seed in order that in this way Oklahoma may be made a great corn growing state. The association would also establish a standard of perfection and inaugurate a score card for use in judging corn, provide a system or registration of known and original varieties and encourage better methods of selecting and caring for seed corn.

An Iowa man claims to have devised a new method of drying seed corn. Finding much of his corn soft and unusually full of moisture, a condition that is quite generally complained of this season, he conceived the idea of getting rid of the excess moisture quickly by removing the pithy portion of the cob. He used a long drill bit to bore the pith out of the cob from butt to tip of the ear. After this has been done the ears are said to dry out quite rapidly and satisfactorily.

OBITUARY

P. E. Montgomery, for many years a member of the Kansas City Board of Trade, died at his residence in Kansas City, Mo., December 31.

S. C. Grant, a grain buyer of Cuba, N. D., died at that place on December 19. His death was caused by Bright's disease and occurred after an illness of several weeks. He was a former resident of Iowa and his remains were taken to his old home in that state for burial. A wife and two sons survive him.

David Conner, a well known grain and flour dealer of Nashua, N. H., died at his home in that city December 29, aged 44 years. Death was caused by the accidental taking of carbolic acid. Mr. Conner was for several years a member of the Boston Chamber of Commerce and was for many years a resident of Manchester, N. H. He is survived by his wife and one daughter.

John Shea, a pioneer Milwaukee grain dealer and commission man and a member of the Milwaukee Chamber of Commerce, died recently in that city, aged 74 years. Mr. Shea had been in ill health for several years, and had not appeared on the floor of the Chamber of Commerce for nearly twelve years. He became a resident of Milwaukee in 1852. The deceased is survived by his wife, four daughters and two sons.

Gustav E. Bartz, an old resident and prominent citizen of Fall Creek, Wis., died at his home in that city on December 8 of cancer. Mr. Bartz had for many years been engaged in the grain and live stock business at Fall Creek in partnership with his brother, the late August Bartz, who died a little over a year ago. The deceased was vice-president of the State Bank of Fall Creek, treasurer of the Fall Creek Mutual Fire Insurance Co., and treasurer of the Fall Creek Creamery Co. He leaves a widow, three sons and four daughters.

William Vaughan Smith, a grain and provision dealer of Watkins, N. Y., died on December 30 after a lingering illness, aged nearly 82 years. The deceased was born in Hector, N. Y., and during his active and eventful life had been located at Corning, N. Y., Blossburg, Pa., and Catharine and Watkins, N. Y. He had resided at the latter place almost continuously since 1846. Mr. Smith had been engaged in farming, lumbering, boat building, mercantile business, grain buying and malting during his lifetime. He leaves a wife, to whom he was married in 1851, and one son.

J. P. Pattinson, proprietor of the Kansas Elevator at Seward, Kans., was accidentally killed by the gasoline engine in his elevator on December 22. The accident took place at about 6 o'clock p. m., Mr. Pattinson being alone in the elevator at the time. It is not known just how the accident occurred, but it is supposed that in making some adjustment about the engine he became entangled in the fly wheel and was crushed to death. When found his body was horribly mangled, his head being almost severed from his body. The deceased is survived by his wife and two children.

James D. McAvoy, one of the oldest citizens of Hyde Park, Mass., died at his home in that city December 29. The deceased was born in Ireland in 1824 and became a resident of St. Johns, N. B., when 13 years of age, removing to Boston a year later. He was a forty-niner and while in California he helped to build the first steamer to go up the Sacramento river. He returned to Massachusetts in 1851 and about 25 years ago settled in Hyde Park, that state, engaging in the grain and coal business. He was married in Stoughton, Mass., in 1852, and is survived by his widow and a daughter.

Isaac Stayner Winslow, for many years engaged in the grain and flour business in Newark, N. J., and a charter member of the New York Produce Exchange, died at his home in Belleville, N. J., December 25. The deceased was 67 years of age and his death was caused by acute indigestion. Mr. Winslow was born in New York City and was a direct descendant of Mary Chilton, one of the Mayflower Pilgrims, and John Winslow, a brother of Governor Winslow. Another ancestor was Joshua Winslow, commissary-general for the British forces in New England during the Revolutionary War. He and Isaac Winslow were the importers of the tea which was cast overboard by the Boston tea party. He is survived by a widow, a son and a daughter.

George W. Wylie, aged 49 years, a former member of the Chicago Board of Trade, died recently in Boston of heart failure. Mr. Wylie was identified with the grain business for several years at Moline, Ill., before coming to Chicago. In 1880 he became a member of the Chicago Board of Trade. He was well known on the floor, and for some time did a big business for Canadian speculators. He became heavily involved in the market for these people, who were supposedly on the best financial

basis. In a wild market, however, responses to margin calls failed, and Mr. Wylie was forced to the wall. Five years ago he sold his membership and moved to Boston. He had since been a frequent visitor on the exchange floor. Burial was at East Craftsburn, Vt.

Byron Minter, secretary of Minter Bros.' Grain & Seed Co., Kansas City, Mo., died December 27 of erysipelas at the home of his father, Maxwell M. Minter. Mr. Minter was attacked by fever while in Texas on business last spring and was in a hospital for several weeks. He then returned to Kansas City and was shortly afterwards taken ill with acute Bright's disease. He went to Excelsior Springs, Mo., for treatment and was regarded as cured, but contracted a cold on his return home and symptoms of erysipelas developed. He again went to Excelsior Springs for treatment, but his condition was not greatly improved and about two weeks preceding his death he returned to Kansas City. The deceased was born at Paris, Ky., in 1867 and removed with his father to Kansas City in 1879.

Philip E. Burroughs, a well known grain and feed commission man of Kansas City, Mo., was found dead in bed at his home on December 24. He had not been seriously ill, but had suffered severe pain in his right ear where he had been bitten by a spider. The coroner, however, stated that his death was probably caused by heart disease. Mr. Burroughs was 43 years of age and was born in England. He came to America with his parents when a child, the family settling in Missouri. About 22 years ago he became a resident of Kansas City and held several responsible positions. He became a member of the Kansas City Board of Trade about 13 years ago and engaged in business for himself. From 1893 to 1899 he held the position of British vice-consul at Kansas City, resigning to become a naturalized American citizen. The deceased is survived by two young children, his wife having died in February, 1902.

CROP REPORTS

The outlook for small grain in South Carolina is said to be gloomy.

I. B. Nall, state commissioner of agriculture for Kentucky, says the state raised 48,933,000 bushels of corn, 1,934,000 bushels of oats and 6,851,000 bushels of wheat in 1903.

The value of the Kansas wheat crop in 1903, according to the figures of the state board of agriculture, was \$52,426,355.55, while the value of the corn crop was \$57,078,141.07.

Growing wheat in Kansas is in prime condition, according to reports to the state agricultural department. So far as ascertained, the acreage will be about the same as last year. The condition is placed at 90.

John W. Arrasmith, state grain inspector for Washington, is making an effort to improve the state's method of crop reporting. Mr. Arrasmith suggests that the county assessors provide a special space on assessment blanks for the insertion by farmers of the required figures, which will include the amount of wheat, barley, oats, corn and other grain sown by them.

G. D. Rogers, secretary of the Minneapolis Chamber of Commerce, says: "I do not agree that the wheat crop has been overestimated. The government's estimate for Minnesota and the Dakotas was 173,000,000 bushels, as against 187,000,000 for the preceding year, and the government estimates will average from 20,000,000 to 25,000,000 bushels below the real crop harvested as a general thing."

The Ohio state report, issued January 1, says the lateness of corn interfered with prime condition when cribbing began, and the present condition of corn in the crib is not up to a full average. The dry weather and scarcity of farm hands were a drawback to corn husking and as a consequence 23 per cent of the corn remains unhusked. The condition of the corn in the crib is 86, compared with an average, and the condition of that in the shock is 85. The report makes the condition of winter wheat 77, and of winter barley, 76.

The annual report of the Missouri state board of agriculture says the final crop values of Missouri for this year are more than what they were expected to be several weeks ago. The corn crop has turned out more favorably than was expected, the acreage this year being 6,882,000, which is 811,000 acres less than the acreage of last year. The average yield per acre for the whole state is 29.75 bushels, which is a full average yield for the last ten years, but about 10 bushels below the average yield for last year. The total number of bushels produced this year was 204,725,000. The average price on the farm as reported to the state board is 34.6c per

OFFICIAL ANNUAL FIGURES OF WHEAT, CORN AND OATS.

Washington, Dec. 28.—Final returns to the chief of the bureau of statistics of the Department of Agriculture from regular and special correspondents, supplemented by reports of special field agents, show the acreage, production and value of the principal farm crops of the United States in 1903 to have been as follows:

Farm				Farm			
Acreage.		Production, value		Acreage.		Production, value	
		bushels.	Dec. 1, 1903.			bushels.	Dec. 1, 1903.
Corn	88,091,993	2,244,176,925	\$952,868,801	Rye	1,906,894	29,363,416	\$ 15,993,871
Winter wheat	32,510,510	399,867,250	246,242,849	Buckwheat	809,393	14,243,644	8,650,733
Spring wheat	16,954,457	237,954,585	156,781,977	Flaxseed	3,233,229	27,300,510	22,291,557
Oats	27,638,126	784,094,199	267,661,665	Potatoes	2,916,855	247,157,880	151,638,094
Barley	4,993,137	131,861,391	60,166,313	Hay	39,933,759	*61,305,940	556,376,880

The production and value of winter and spring wheat, corn and oats by states follow: *Tons.

	Winter wheat production.	Winter wheat value.	Spring wheat production.	Spring wheat value.	Oats production.	Oats value.	Corn production.	Corn value.
Maine			207,300	\$ 203,219	4,738,222	\$ 2,132,200	441,705	\$ 291,525
N. Hamps're					374,848	179,927	610,025	384,318
Vermont			35,697	33,912	3,030,635	1,333,479	1,404,632	870,872
Massachu'tts.					216,891	106,277	1,075,272	709,680
R'de Island..					47,433	21,345	301,361	244,102
Connecticut..					320,830	144,574	1,233,254	826,280
New York... ..	9,683,894	\$ 7,843,954			44,584,812	18,279,773	15,485,525	9,291,315
New Jersey.. ..	1,588,384	1,302,475			1,620,037	696,616	6,534,624	3,724,736
Pennsylvania ..	26,038,444	20,570,371			34,582,863	12,795,659	45,477,636	25,905,153
Delaware	1,167,788	910,875			107,701	42,828	5,994,732	2,496,419
Maryland	10,120,838	7,995,462			789,804	315,922	17,871,260	9,114,343
Virginia	6,999,646	5,879,703			2,850,100	1,225,543	39,740,702	21,062,572
N. Carolina.. ..	3,228,606	3,131,748			2,470,492	1,284,657	38,594,585	23,542,697
S. Carolina.. ..	1,756,696	1,774,263			2,849,686	1,681,315	18,618,064	12,846,464
Georgia	1,859,740	1,785,350			3,482,865	1,915,576	46,078,391	31,794,090
Florida					438,596	263,158	6,083,035	4,440,616
Alabama	1,020,410	969,390			3,396,779	1,834,261	41,736,163	23,789,613
Mississippi ..	28,552	26,553			1,655,610	844,361	39,848,273	21,518,067
Louisiana					510,978	235,050	27,937,905	16,203,985
Texas	19,880,173	15,506,535			32,475,613	14,289,270	140,750,733	67,560,352
Arkansas	1,992,578	1,499,611			4,225,511	1,859,225	48,212,663	24,588,458
Tennessee ..	7,693,070	6,462,178			3,132,512	1,315,655	75,285,778	36,889,051
W. Virginia.. ..	4,128,807	3,509,486			1,839,249	846,055	16,794,037	10,748,184
Kentucky	7,728,235	6,259,870			4,640,326	1,902,534	82,545,546	46,225,506
Ohio	28,303,515	22,642,812			30,752,419	11,970,871	88,095,757	41,405,006
Michigan	15,524,862	11,954,144			29,602,995	10,659,078	44,212,228	20,337,725
Indiana	23,994,030	18,715,343			29,457,705	9,426,466	142,580,886	51,329,119
Illinois	16,571,940	12,428,955			98,525,762	31,528,244	264,087,431	95,071,475
Wisconsin	2,469,782	1,778,243	5,895,553	4,244,798	79,688,846	27,094,208	43,639,449	18,764,963
Minnesota ..			70,652,597	48,750,292	68,809,174	20,642,752	40,726,870	15,476,211
Iowa	1,274,480	790,178	11,256,824	6,979,231	84,133,944	24,398,844	229,218,220	87,102,924
Missouri	22,194,614	15,758,176			17,401,783	5,568,571	202,839,584	68,965,459
Kansas	83,316,044	49,156,466	3,933,513	2,320,773	26,011,753	7,803,526	171,687,014	61,807,235
Nebraska	35,809,302	19,337,023	6,348,258	3,428,059	59,426,658	16,045,198	172,379,532	48,266,269
S. Dakota			47,252,994	29,296,856	27,267,194	7,907,486	41,618,067	14,566,323
N. Dakota.. ..			55,240,580	34,801,565	21,845,006	6,771,952	2,167,402	910,309
Montana			2,784,327	1,827,656	7,532,437	2,636,353	91,281	56,600
Wyoming			473,740	350,568	1,116,846	558,424	45,784	26,555
Colorado			7,423,581	4,899,563	4,593,469	1,883,322	2,222,075	1,190,920
N. Mexico....			822,701	617,026	345,147	213,991	956,688	717,516
Arizona			483,964	400,087	64,468	39,325	194,925	75,432
Utah			4,156,072	3,324,858	1,653,288	810,111	238,268	166,788
Nevada			591,358	585,444	177,463	120,675		
Idaho	2,682,938	2,012,204	2,445,048	1,833,786	3,666,940	1,650,123	175,640	100,115
Washington..	7,517,179	5,186,854	12,469,166	8,603,725	7,598,185	2,887,310	229,032	125,957
Oregon	6,957,581	5,357,337	5,481,246	4,220,559	9,720,677	4,227,098	448,559	300,535
California ...	20,926,192	18,205,787			5,756,964	3,108,761	1,777,162	1,315,100
Oklahoma	24,482,637	15,424,061			8,124,230	2,762,238	34,748,199	13,204,316
Indian Ter... ..	2,996,292	2,067,441			6,439,080	2,253,678	42,072,976	16,408,461
Total	399,867,250	\$286,242,849	237,954,585	\$156,781,977	784,094,199	\$267,661,665	2,244,176,925	\$952,868,801

bushel, as compared with 32.1c per bushel at the same time last year, making the value of this year's crop amount to \$70,851,000, exclusive of the forage crop. If the small estimate of \$1 per acre be added to this for forage the total value of the corn crop will amount to \$77,700,000. The value of the corn crop last year was \$97,039,000.

John M. True, secretary of the Wisconsin state board of agriculture, has finally compiled the reports of the yields of the various farm crops of the state for the season of 1902-1903, as follows:

Wheat, bus	3,836,866
Corn, bus	31,771,393
Oats, bus	71,161,859
Barley, bus	18,051,409
Rye, bus	5,509,073
Flax seed, bus	159,532
Clover seed, bus	72,896
Timothy seed, bus	62,058
Tame hay, tons	2,104,972

A special crop report for December, issued by the Illinois weather bureau on January 1, says the work of husking and cribbing corn continued throughout the month and is now practically finished. In the northern and central districts much of the grain is very chaffy. A large percentage is still soft, and as it is beginning to mold in a few cases, the opinion is advanced that generally it is not in condition to keep well. In the southern districts the quality of the grain is good. Wheat in some sections has been injured by the severe cold, but most correspondents believe the damage was confined to tops. Rye has suffered from lack of moisture, but is in fair condition.

The area devoted to corn in Illinois this year, 7,379,000 acres, was .3 per cent smaller than that of 1902, but 10 per cent larger than the ten-year average, according to the state agricultural department. The average yield per acre was thirty-five bushels, an excellent yield, when the adverse conditions of the early part of the season are considered. While this is four bushels per acre less than the 1902 yield, it is one bushel per acre larger than the ten-year average. In northern Illinois the

yield was thirty-seven bushels per acre and in central Illinois thirty-six bushels, but in the southern division of the state only twenty-five bushels per acre was reported.

J. R. Sage, director of the Iowa weather and crop service, has issued his final figures on the state's corn crop. The acreage of corn actually cultivated and harvested was, he says, 7,398,320 acres. In 1902 the acreage was 8,925,068, the reduction this season amounting to 1,526,748. The average yield per acre for the state this year was thirty-one bushels and the aggregate product is estimated at 239,511,310 bushels, making the aggregate value at present price \$82,984,071. Last year the product was much inferior in quality, though much larger in amount, and the value was placed at \$83,000,000. The yearly average for thirteen years has been \$69,633,000. The grain men of the state have taken exception to these figures and some of them contend that the crop will not be over 175,000,000 bushels. Geo. A. Wells, secretary of the Iowa Grain Dealers' Association, says: "As a general statement, I would say that the corn crop of Iowa has been largely overestimated. The estimate made by the government was not as high as that made by our association, and they had a better chance to investigate the acreage and average per bushel, but I still think it is too high. The grain dealers' association concluded its estimate in November, before the corn had been husked and when the general impression was that the crop was much larger than it really is. The acreage for this year is about 20 per cent less than last year and the yield not so good. Floods and wet weather were responsible for the falling off in the acreage, and the same reason, partially, is responsible for the general quality of the corn."

L. J. Pierce, an old farmer of Grant County, Ind., proposes to exhibit at St. Louis several bushels of corn that were harvested in 1864. It was placed in an open crib when gathered and has remained there for forty years without being given any special treatment other than to allow the air to pass through it at all times.

A YEAR'S WORK.

The year's business (1903) has been reported from some markets and as a matter of record, may be epitomized as follows:

Boston—	Receipts.	Shipments.
Flour, barrels	1,868,743	808,053
Wheat, bushels	6,661,376	6,738,533
Corn, bushels	9,041,585	7,063,855
Oats, bushels	6,610,464	185,542
Rye, bushels	42,547
Barley, bushels	184,819	107,917
Flaxseed, bushels	25,712	25,531
Millfeed, tons	13,295	4,628
Corn Meal, barrels	23,230	23,570
Oat Meal, barrels	111,552	28,815
Oat Meal, sacks	70,619	106,397
Hay, tons	156,540	13,730

Chicago—	Receipts.	Shipments.
Flour, barrels	7,760,227	5,834,871
Wheat, bushels	27,124,585	24,369,548
Corn, bushels	98,545,534	90,179,115
Oats, bushels	88,588,386	63,539,179
Rye, bushels	3,013,149	2,923,573
Barley, bushels	23,273,519	2,986,816
Timothy seed, pounds	53,227,069	47,847,280
Clover seed, pounds	7,040,312	9,255,415
Other grass seeds, pounds	18,114,267	19,202,107
Flaxseed, bushels	3,548,304	547,367
Broom corn, pounds	15,265,844	9,412,103
Hay, tons	235,747	20,012

Cincinnati—	Receipts.	Shipments.
Barley, bushels	886,755	28,341
Corn, bushels	10,453,465	7,110,679
Oats, bushels	5,890,504	3,735,660
Rye, bushels	520,695	234,817
Wheat, bushels	2,830,463	2,554,036
Malt, bushels	1,186,112	629,912
Bran, middlings, etc., tons	38,062	35,578
Flour, barrels	1,553,704	1,102,959
Hay, tons	102,091	60,472
Clover seed, bags	31,127	30,289
Timothy seed, bags	69,943	47,818
Other grass seed, bags	119,745	96,148
Total grass seed, bags	220,815	174,255

Duluth—	Receipts.	Shipments.
Wheat, bushels	29,092,213	26,601,226
Oats, bushels	4,707,830	4,482,711
Rye, bushels	892,502	860,441
Barley, bushels	6,543,969	6,519,522
Flax, bushels	18,456,779	16,334,174

Kansas City—	Receipts.	Shipments.
Wheat, bushels	38,183,200	25,362,000
Corn, bushels	16,426,000	13,325,000
Oats, bushels	6,332,600	4,395,600
Rye, bushels	480,600	240,000
Barley, bushels	6,543,969	6,519,582
Flax, bushels	37,600	3,200
Bran, tons	6,300	40,515
Hay, tons	135,290	70,260

Milwaukee—	Receipts.	Shipments.
Flour, barrels	3,037,995	4,112,794
Wheat, bushels	9,031,615	1,710,156
Corn, bushels	2,308,500	1,390,220
Oats, bushels	8,357,550	7,782,002
Barley, bushels	17,450,440	8,136,101
Rye, bushels	1,020,200	624,810
Malt, bushels	2,162,284	3,827,546
Beans, bushels	7,075
Peas, bushels	14,338	40,714
Clover, pounds	1,775,873	2,027,943
Flax, bushels	176,675	16,000
Hay, tons	20,579	1,509

Minneapolis—	Receipts.	Shipments.
Wheat, bushels	36,804,040	15,608,809
Corn, bushels	3,314,450	943,190
Oats, bushels	22,384,040	11,115,660
Flax	5,992,240	1,575,930
Rye	1,583,180	646,650
Barley	11,229,070	6,194,740
Flour, barrels	16,227,299
	Produced.	Exported.
Flour, barrels	15,643,750	3,100,165

New Orleans—	Receipts.	Shipments.
Wheat, bushels	11,218,984	11,897,484
Corn, bushels	12,846,740	13,048,439
Oats, bushels	4,067,254	35,581
Flour, barrels	528,471	1,162,720

Philadelphia—	Receipts.	Shipments.
Wheat, bushels	4,693,665	3,453,282
Corn, bushels	11,035,606	10,063,936
Oats, bushels	4,433,282

Chicago Board of Trade Clearing House—	Clearing.	Balances.
Year.		
1903	\$72,118,163.74	\$22,273,221.15
1902	83,590,507.50	27,668,595.95
1901	74,476,955.00	25,841,536.87
1900	62,227,165.25	22,821,284.05
1899	58,366,800.51	20,597,677.54
1898	75,050,396.89	24,802,486.22
1897	80,399,901.25	26,294,848.01

General Summary of Crops—
The acreage, production, and value of the principal farm crops of the United States in 1903, as estimated by the Department of Agriculture, are as follows:

Crops.	Acreage.	Production.	Farm value, Dec. 1, 1903.
Corn	88,991,993	2,244,176,925	\$952,868,801
Winter wheat	32,510,510	399,867,250	286,242,849
Spring wheat	16,954,457	237,454,585	156,781,977
Oats	27,638,126	784,094,199	267,661,665
Barley	4,993,137	131,861,391	60,166,313
Rye	1,906,894	29,363,416	15,993,871
Buckwheat	804,393	14,243,644	8,630,733
Flaxseed	3,223,229	27,300,510	22,291,557
Potatoes	2,916,855	247,127,880	151,638,094
Hay	39,933,759	61,305,940	556,376,840
Tobacco	1,037,735	815,972,425	55,514,627

The hay production is in tons and the tobacco in pounds; the other crops in bushels.

Chicago Inspection—
The number of cars of grain inspected into store in Chicago in each of the last three years is as follows:

	1903.	1902.	1901.
Winter wheat	15,779	24,237	21,366
Spring wheat	4,875	8,128	12,886
Corn	96,446	53,854	85,003
Oats	57,550	53,595	65,992
Rye	2,977	3,238	2,372
Barley	13,334	10,083	11,421

Totals190,961 153,045 199,050

High and Low Prices for 1903—
Dates on which the highest and lowest prices for all commodities were made in the Chicago market during the year 1903:

	Highest.	Lowest.
Reg. wheat.....	Sept. 10-16...\$.93	March 25...\$.70 1/4
No. 2 corn.....	July 29, Aug. 11......53	Dec. 8......41
No. 2 oats.....	July 30......45	March 24......31 1/4
No. 2 rye.....	Sept. 29......60	Jan. 2, Apl. 30......48
Timothy seed.....	Jan. 26......4.35	Oct. 29, No. 9......2.85
No. 1 flax.....	Jan. 17......1.19	Oct. 27......89
No. 1 Northwest.	Jan. 12......1.24	Oct. 29, Nov. 4......94
Prime clover.....	March, April, May, July, August ...12.50	Sept. 8......9.15

TRANSPORTATION

Vesselmen at Chicago are offering to take corn at 2 1/2 cents and oats at 2 cents, winter loading and spring shipment to Buffalo. Shippers are bidding 2 1/4 cents on corn and 1 1/2 cents on oats. No charters have been made as yet.

Omaha has received a material reduction in local grain rates from points out in the state, averaging from 8 to 10 per cent, through a new tariff just published by the Burlington, and which will be followed at once by the other lines in Nebraska.

The new grain rates of the Chicago & North-Western Railway makes the through rate from Nebraska points to either Chicago or Minneapolis 2 cents per 100 less than the rate from the originating point to Omaha and from Omaha to destination.

The Northern Central Railroad made its usual winter advance of freight rates on grain in bulk for export from Erie and points east of that city to Baltimore on January 1. The Baltimore & Ohio also made its usual advance in lake and rail grain of one-half cent, effective January 1.

The new Gould water grade route from St. Louis almost direct to New Orleans has been opened. The new line will give New Orleans a shorter and easier line direct into St. Louis over the T. & P., the New Orleans and the Iron Mountain and means a new short line into the Northwest for New Orleans. It will be a special benefit to the grain shipping interests of New Orleans.

It will probably be late in the month before there will be any business done in loading vessels at Chicago for winter storage. All conditions are said to be unfavorable to putting grain into vessels at the present time, and vessel agents who started out a short time ago to place a number of boats have given up the effort. The winter fleet subject to charter now in Chicago river and South Chicago consists of forty-two ships, with an aggregate capacity of 4,096,000 bushels of grain.

A further cut in the export grain rates has been made by the Chicago Great Western Railroad. The through tariffs make the rate on grain and grain products from Omaha, St. Joseph, Leavenworth, and Kansas City to Newport News, Va., 24 cents a hundred pounds, a reduction from present tariff of 3 cents. This rate is made in conjunction with the eastern roads, a private understanding as to the division of rates having been reached by the Great Western with the Pennsylvania, Lake Shore, Michigan Central, Pere Marquette, Baltimore and Ohio, Big Four, Nickel Plate, and Grand Trunk railways.



Market Report: "Unsettled."—Inter-Ocean.

IN THE COURTS

Samuel Williamson, grain merchant at Salt Lake City, has filed a petition in bankruptcy; liabilities, \$26,748.23; assets, \$50.

Henry Reiser has begun suit against Finley Barrell & Co. to recover \$6,000 lost in speculation last summer, pleading gambling.

Geo. M. Ashley has sued R. E. & F. M. Pratt at Decatur, Ill., to recover \$16,000 in margins lost in speculation in April, 1902. He pleads gambling.

B. F. Glover & Son of New Orleans have brought suit against J. M. Mullin & Sons, at Seymour, Ill., to recover \$1,000 overdraft made by the defendants on a shipment of corn.

Hugh B. Farquhar and John S. Carlyle of Orient, Iowa, have begun suit against P. B. Ware & Co. and the Ware Commission Co. of Chicago on alleged promissory notes aggregating \$2,500.

Albert Miller & Co., Chicago, has begun suit against M. J. Hamilton, who is charged with having speculated on his own account while under contract to devote his time and interests to them exclusively.

The cooperative elevator companies at Pawnee Rock and Abbeyville, Kans., have begun actions before the Railroad Commissioners to force the Santa Fé Ry. Co. to grant them elevator sites.

The Omaha Grain Exchange, T. F. Twamley & Son and others have begun an action under the interstate commerce law against the C. & N.-W. R. R. Co., charging the road with discrimination against Omaha grain shippers.

Homer T. Fowler of Superior, Wis., has begun an action to determine whether the Great Northern and Northern Pacific railroads may lawfully raise the rates on flax, oil-cake, etc., since their merger. The rate has been raised 2 cents.

The Bernhard Milling Co. of Strasburg, Ill., has filed a complaint with the Railroad and Warehouse Commission of Kansas asking that body to require the Rock Island System to furnish it with cars to transport wheat bought at Atwood and McDonald.

The Appellate Court of Illinois has affirmed a decision of the Superior Court of Chicago dismissing an injunction asked for by Geo. T. ("Red Letter") Sullivan to restrain the Chicago Board of Trade from removing tickers from his offices and from cutting off his quotations.

Burlin W. Short alleges that while in the employ of the Churchill-White Grain Company at the South Bend elevator he was caught in the power transmission ropes and received such injuries that he lost an arm and is permanently disabled and disfigured. He now sues the company for \$60,000 damages.

The National Hay Association is prosecuting at Cleveland a suit to require the railroads to recognize and obey an order of the Interstate Commerce Commission to reduce hay from the fifth to the sixth class of freight. The hearing of evidence ended on December 18. The arguments were made on January 12.

In the action of the Chicago Board of Trade against the Central Grain and Stock Exchange of Hammond, Ind., and the same parties as the Hammond Elevator Company, an endeavor to cut off quotations from a bucket-shop, the U. S. Master in Chancery on December 15 reported that the federal courts had no jurisdiction, the acts complained of having been committed in Indiana.

The St. Louis December wheat corner is father to the usual crop of corner law suits. Chas. F. Ortbwein's Sons and the Buschmann-Mueller Commission Company on January 4 obtained restraining orders on the Merchants' Exchange, which was about to expel them for refusing to pay \$26,500 and \$32,850 respectively as margins in December trades, alleging a corner and fictitious prices (marginal price fixed at 92c) and inability to obtain wheat to fill contracts because of the said corner.

On January 8, Edwards, Wood & Co., at Duluth, were found guilty of failure to make correct returns on sales of grain, as commission merchants, to a customer within 24 hours. This is the first of six cases against the firm. George K. Taylor, representative of Edwards, Wood & Co. and a member of the Duluth Board of Trade, was placed on the stand and the defense attempted to prove that the flax in question was bought by him as the firm's representative at \$1.19 1/2 a bushel, which was the highest market price on that day, and was by him sold the following day at \$1.20 a bushel. The state objected to this and in the argument maintained that that in itself was an unlawful transaction, for the firm had no right, if it was doing a commission business and charging a commission for selling grain shipped to it, to sell it to itself. To the claim urged, that this is done by all grain men, the state answered that because it is custom does not make it lawful.

FIRES--CASUALTIES

The Nye-Schneider-Fowler Co.'s office at Elberton, Iowa, was burned recently and the elevator slightly damaged.

The hay and grain barn of the H. P. Smith Co., at San Francisco, Cal., was burned on December 10. The loss is \$35,000.

The Greenville Elevator & Warehouse Co. of Greenville, Miss., suffered a loss by fire recently which is estimated at \$15,000.

The grain business and general store of P. C. Hall & Co., at Sapulpa, Ind. T., was burned on December 21, causing a loss of \$75,000.

J. P. Miles' elevator at Oelwein, Iowa, was badly damaged recently by a fire which started in the cupola. The loss is \$2,500, with \$1,500 insurance.

J. D. Webster's grain elevator at Woodland, Ill., was slightly damaged on the night of January 3 by a fire that started in the cupola, presumably from a hot journal.

The premises of the Sterling Grain and Seed Co., Mt. Sterling, Ky., were destroyed by fire on the morning of January 1. There was \$19,000 insurance on the property.

J. A. Adams' grain and grocery store at Unity, Me., was destroyed by a fire that originated in a defective flue January 5. Mr. Adams' loss is \$5,000, with small insurance.

The Minnesota and Western Grain Co.'s elevator at Danvers, Minn., was closed down temporarily recently on account of damage to the machinery caused by a broken sprocket.

An incendiary attempt to burn one of the elevators at Apache, Okla., on the night of December 28 was discovered by a citizen and the flames extinguished before much damage was done.

Fire, supposed to have been caused by a defective stovepipe in the office, destroyed the grain elevator at Lily, S. D., owned by Williams Bros., on January 3. The loss is \$7,000, fully covered by insurance.

The Rocklin Grain Co.'s flour and feed store at Marble Rock, Iowa, burned to the ground on the night of December 16. The cause of the fire is unknown and the loss is about \$3,000, with some insurance.

The Goff Grain Co.'s elevator at Goff, Kans., was closed down for a few days recently while repairs were being made to the corn shelling machinery. The damage was caused by a stone going through the sheller.

Budd & Robinson's warehouse at Waeider, Texas, was burned on the morning of January 6. It contained about 2,500 bushels of corn and a quantity of groceries. The loss is about \$3,000, partially covered by insurance.

In order to save an elevator at Osborne, Kans., which was full of wheat and showed signs of bursting, a large hole was chopped into one of the sides and several thousand bushels of grain allowed to run out onto the ground.

A grain warehouse at Lorena, Texas, owned by Seeley & Early of Waco, Texas, was destroyed by fire on December 12. The loss is about \$8,000, covered by insurance. A cotton seed warehouse owned by Cooper Williams, and valued at \$2,000, was also burned.

G. W. Wyant, proprietor of the Malvern, Ill., elevator, while going down into the grain pit caught his clothing in a gear wheel. It was only by superhuman effort and the fact that his clothing was not of strong texture that he was able to save himself from being wound up in the machinery.

A warehouse at San Antonio, Texas, belonging to the Carr Commission Co., was destroyed by fire on the afternoon of December 13, and a carload of flour stored in it was burned. The building was valued at \$1,200, and was insured for \$500. The flour was owned by Lee Patrick, a commission man.

The Robinson Elevator at Frankfort, S. D., was totally destroyed by fire on December 31. The loss includes 10,000 bushels of wheat stored in the elevator and 100 tons of coal. In addition to this Mr. Robinson had some \$10,000 worth of negotiable notes in his desk in the elevator which were also destroyed. The loss is partially covered by insurance.

The Victor Milling Company's mill and elevator at Wichita Falls, Texas, were burned at 1 o'clock a. m., December 20. The loss is \$35,000 on the buildings and machinery and about \$30,000 on the grain. From 25,000 to 40,000 bushels of wheat were stored in the elevator. This is not a total loss as some of the wheat can be used. The cause of the fire is unknown. There was about \$22,500 insurance on the mill and elevator, carried in the millers' mutuals. The wheat stored in the elevator was

insured for \$24,700. It is stated that the mill and elevator will be rebuilt.

Herman Borneke, grain buyer at R. L. Houk's elevator at Good Thunder, Mont., met with a painful accident on December 21. He was lowering a load of grain on the dump scales, preparatory to dumping, when the crank, slipping from his hand, whirled around rapidly and in attempting to catch it he was struck on the right arm, which was broken just above the wrist.

The Monarch Elevator Co.'s elevator at Drayton, N. D., was entirely destroyed by a fire that was discovered at 4 o'clock a. m., January 3. The fire started in the main portion of the building. It is estimated that the elevator contained about 2,000 bushels of grain at the time of the fire. The cause of the fire is not known. The company will rebuild as soon as possible.

S. S. Baumhardt's elevator at Campbellsport, Wis., was destroyed on the evening of December 1 by a fire which is supposed to have been caused by the gasoline engine. The elevator contained 3,500 bushels of oats and barley, which are estimated to have been worth \$1,750. The loss on the building and machinery is \$2,500. The property was insured. The local stock yards and two freight cars were also burned.

George Meisner's elevator near Shelton, Nebr., was entirely destroyed by fire between 10 and 11 o'clock p. m., December 12. The building contained about 8,000 bushels of oats, 1,200 bushels of wheat, 5,000 bushels of old corn and a quantity of oil meal. Mr. Meisner's residence had been destroyed by fire a few days previous to the burning of the elevator. The loss from both fires will aggregate about \$21,000, with only partial insurance.

A fire of unknown origin at Temple, Texas, on the morning of December 21 destroyed the grain warehouse owned by the First National Bank of that place and occupied by E. H. Greathouse. The building was valued at \$3,000 and was insured for \$1,100. About 100 bushels of wheat, 500 bushels of corn, 600 bushels of oats and a quantity of hay belonging to Mr. Greathouse was destroyed with no insurance. A corn sheller and corn house situated near the warehouse were also burned.

The elevator at Blue Springs, Nebr., owned by the Farmers' Elevator Co., narrowly escaped destruction by fire on the morning of January 2. When a bin was being filled with corn a couple of days before a lantern was lowered into it, for some purpose, and was afterwards forgotten. The lantern, instead of going out after being covered with corn when the bin was filled, continued to burn and finally the corn surrounding it became so heated that it burst into flames. The fire was discovered and the workmen in the elevator succeeded in extinguishing the flames before much damage was done.

The Russell-Miller Milling Co.'s elevator and flour mill at Valley City, N. D., were destroyed by fire on the morning of December 13. The fire started in a wheat scouter on the second floor of the mill and was thought to be entirely extinguished when a dust collector on the floor above exploded, presumably caused by a spark from the other fire. The fire spread to the elevator nearby, which contained about 40,000 bushels of wheat, and this was also destroyed. The total loss is estimated at from \$75,000 to \$80,000 with insurance of from \$60,000 to \$69,000. The elevator was a 45,000-bushel structure and was valued at from \$6,000 to \$7,000. It is stated that the plant will be rebuilt as soon as the weather will permit.

The Elevator at Table Grove, Ill., owned by A. S. Hendee of Bushnell, Ill., was burned on the afternoon of December 22, the fire supposedly starting from the explosion of a gasoline engine. There was no one at the elevator when the fire started, it being discovered about 3:30 o'clock p. m. The blaze was then the fiercest in the engine room. The building was a 3-story structure and was filled to its full capacity with wheat, corn, oats, rye and clover seed. The loss to Mr. Hendee is made more severe because of the fact that about a week before the fire he permitted an insurance policy of \$4,000 on the building and contents to lapse. Up to that time he had carried insurance on the property aggregating \$8,000, but when his loss came only \$4,000 of the amount was in force.

The J. E. M. Milling Co.'s elevator and granary at Frankfort, Ky., was burned on the night of December 24. The origin of the fire, which was discovered about 9:30 o'clock p. m., is unknown, but is believed to have been caused by spontaneous combustion. The burned building was erected 15 years ago at a cost of \$40,000, and contained about 50,000 bushels of wheat. The members of the J. E. M. Milling Co. are Joseph Lecompte, of Lexington, Ky., and Lister Witherspoon and Lucas Broadhead, of Woodford County, Ky. The elevator was built of Michigan white pine and was 125 feet in height. It burned rapidly and near-by buildings were saved with difficulty. The loss on the grain is covered by insurance to the amount of \$44,700 and the elevator, which was valued at \$25,000, was insured for

about two-thirds of its value. The company will replace the elevator with several steel grain tanks.

E. C. Roberts' grain elevator at Lapeer, Mich., was destroyed by a fire which broke out at 5 o'clock p. m., December 26. It originated from a torch which was used in repairing a break in the gasoline engine in the rear of the elevator, a spark igniting some oil on the floor. Supposing the flame extinguished, the man making the repairs left the engine room and on returning a short time afterwards found it a mass of flames, and the entire structure was on fire in a very few minutes. The loss on the contents of the elevator was \$4,500, with \$3,000 insurance. The building was owned by R. G. Hart.

The building occupied by the Birmingham Grain Co., at Birmingham, Ala., was gutted by fire on the morning of December 24. The fire started in the joists between the second and third floors and was caused by a defective flue. The company's entire stock of grain and hay was destroyed causing a loss of about \$4,000 with \$2,850 insurance. The damage to the building is estimated at about \$11,000 with \$5,000 insurance. The fire was discovered shortly after 8 o'clock a. m., by Ransom Turner, a colored employe of the company, who was afterwards overcome by smoke and burned to death. Clarence Stamp, the city salesman for the company, and Charles Carper, a shipping clerk, narrowly escaped from being burned, the latter being rescued from the roof by the firemen. The building is owned by J. L. Brent of Baltimore, Md., and was valued at \$18,000.

The big grain elevator of the Corning Distilling Co., at Peoria, Ill., was totally destroyed by fire, which started in the dust room of the dry house at about 3 o'clock a. m., December 28. The fire is thought to have been of incendiary origin or to have been caused by some one's carelessness by dropping a lighted match in the dust room. The theory of spontaneous combustion is also advanced as a possible cause. The fire broke out shortly after the watchman of the plant had made his regular round and it was discovered by a watchman in a neighboring plant who gave the alarm. The city fire department responded to the alarm and worked on the fire until 6:30 o'clock a. m., when it was thought to be entirely extinguished. The firemen had only returned to their stations when the fire again broke out in full fury and it was nearly 10 o'clock when they succeeded in getting it once more under control. The rest of the plant was threatened for a time and the entire fire department was called out to fight the flames. The elevator was a five-story structure, covered with corrugated iron and contained about 50,000 bushels of corn and malt. This is a total loss, as what was not burned is too badly water-soaked to be used. The distillery was to have been started up on February 1 but on account of the fire the re-opening will be delayed indefinitely. It had been closed down since October 3 when an explosion in the cooking room wrecked that portion of the plant and killed and injured a number of employes. The loss is estimated at from \$30,000 to \$40,000, with insurance of \$12,400 on the elevator and \$21,000 on the contents.

OATS AT MINNEAPOLIS.

On and after January 15 the Minneapolis Chamber of Commerce will deal in oats, cash and futures. On January 3 the Minnesota State Board of Grain Appeals adopted the following grades for grading oats in that market:

WHITE OATS.

No. 1 white oats shall be dry, white, sweet, sound, clean and free from other grain, and shall weigh not less than 34 pounds to the measured bushel.

No. 2 white oats shall be seven-eighths white, dry, sweet, sound, reasonably clean, and practically free from other grain, and shall weigh not less than 31 pounds to the measured bushel.

No. 3 white oats shall be seven-eighths white, dry, sweet, sound, reasonably clean and practically free from other grains, and shall weigh not less than 29 pounds to the measured bushel.

No. 4 white oats shall be seven-eighths white, but not sufficiently sound and clean for No. 3 white.

MIXED OATS.

No. 1 mixed oats shall be dry, sweet, sound, clean and free from other grain and shall weigh not less than 34 pounds to the measured bushel.

No. 2 mixed oats shall be dry, sweet, sound, reasonably clean, practically free from other grain and shall weigh not less than 31 pounds to the measured bushel.

No. 3 mixed oats shall be oats that are merchantable, warehouseable, reasonably clean and not fit for higher grades.

NO GRADE.

No grade oats shall be oats that are in heating condition, too musty or too damp to be safe for warehousing, or that are badly damaged or exceedingly dirty or excessively mixed with other grain.

CLIPPED OATS.

No. 1 clipped oats shall conform to the same stipulations as those governing No. 1 white, except that

they must weigh not less than 40 pounds to the measured bushel.

No. 2 clipped oats shall correspond to No. 2 white, except that they shall weigh not less than 38 pounds to the measured bushel.

No. 3 clipped oats shall correspond to No. 3 white, except that they shall weigh not less than 36 pounds to the measured bushel.

It is expected the opening of this market will divert the oats grown in the Northwest to Minneapolis instead of Chicago, as a primary market.

PERSONAL

M. J. Theisen has removed from Wishek, N. D., to Parker's Prairie, Minn.

George Dulude is now employed in the Ellis Elevator at Havensville, Kans.

Nels Lien will have charge of the new Atlantic Elevator at West Hope, N. D.

James Murphy has resigned as agent for the Seattle Grain Co. at Sprague, Wash.

Lewis Larson succeeds Fred Olson as wheat buyer in the elevator at Clark's Grove, Minn.

Charles Koonze has resigned as manager of the Thorpe Elevator at Long Prairie, Minn.

James Dunn has accepted the position of manager for the Farmers' Elevator Co. at Osman, Ill.

Carl Jacobson has resigned his position as manager of the Omaha Elevator Co. at Lexington, Nebr.

M. A. Willis of Rockford, Nebr., is buying grain for the Farmers' Grain & Elevator Co. at Virginia, Nebr.

Horace Brewster has been installed as agent for the Minneapolis & Northern Elevator Co. at Hereford, Minn.

Charles Peterson of Craig, Nebr., succeeds Mr. Nelson as manager of the farmers' elevator at Tekamah, Nebr.

George D. Willis has taken charge of the elevator at New Rockford, N. D., owing to the resignation of B. Y. Rounds.

F. P. Doyle has given up his position as elevator manager at Revere, Minn., for the Eagle Roller Mill Co.

F. W. Stokes has taken the position of grain buyer for the Skewis-Moen Grain Co. at Wessington Springs, S. D.

John Bumgarden has given up his position in the elevator at Downer, Minn., and is reported to have gone to Seattle, Wash.

F. H. Cook is in charge of the St. Anthony & Dakota Elevator Co.'s house at Menahga, Minn., succeeding L. S. Officer.

F. J. Tossey, a grain dealer of Toledo, Ill., was recently united in marriage to Miss Hattie Brookhart, also of that place.

John Pokornoski has given up his position with the State Elevator Co. at Silver Lake, Minn., and will buy grain for himself.

G. M. Cowie of Rothsay, Minn., has taken charge of the elevator at Lawndale, Minn., succeeding R. S. Higgins who recently resigned.

D. W. Powell has resigned as wheat buyer for the Sheffield-King Milling Co. at Warsaw, Minn., and is succeeded by W. P. Griffith.

M. J. Parker, who has been manager for the Omaha Elevator Co. at Fremont, Nebr., has been succeeded by W. H. Harrison, of Weston, Nebr.

Fred Jones, agent for the Skewis-Moen Grain Co. at Hartley, Iowa, is reported to have given up that position to accept a more desirable one at Laurel, Nebr.

Thomas McLaren, who has charge of the Monarch Elevator at Buchanan, N. D., and Miss Hodges of Mapleton, N. D., were married at Fargo, N. D., recently.

B. L. Bull, who was at one time manager of an elevator at, and mayor of, Elbow Lake, Minn., was recently elected as an alderman at North Yakima, Wash., of which he is now a resident.

Thomas Edwards, a member of the grain firm of W. W. Adams & Co., at Harvel, Ill., lost his residence by fire on the night of December 10. The fire started from an overheated furnace and Mr. Edwards and family barely escaped with their lives.

Edward Hewitt of the Imperial Elevator Co., Minneapolis, Minn., attended the fatal matinee at the Iroquois theater, Chicago, on December 30, and believes he owes his life to the fact that he occupied a seat in the rear of the dress circle near the alley exit.

Frank J. Quinn has resigned as local agent for the Spencer Grain Co. at Blooming Prairie, Minn., and has been succeeded by Thomas Downey. Mr. Quinn has accepted a position as traveling repre-

sentative for a large grain company and will have charge of Southern territory.

F. B. Suttle of St. Paul, Minn., has taken charge of his father's elevator at Mt. Pulaski, Ill., succeeding George Gray, the former manager.

A. W. Green, Viborg, S. D., will sever his connection with the Farmers' Co-operative Elevator Co. of that place about the middle of this month and engage in business for himself. He contemplates buying an elevator at some point in Minnesota.

Alex. Young, who has been at Shawnee, N. D., for some time, has taken the position of grain buyer for the St. Anthony and Dakota Elevator Co. at Hamilton, N. D. John Karr, who has been in charge of the elevator this season, has been transferred to Duluth.

J. C. Collins has resigned as manager of the farmers' elevator at Tuscola, Ill., and will remove to Tennessee, where he has purchased a tract of land. He is succeeded at Tuscola by F. M. Powell of Arthur, Ill., who has been elected manager of the elevator.

MUTUAL INSURANCE COMPANY ANNUAL REPORTS.

The annual report issued by the Millers' National Insurance Company of Chicago, dated January 1, 1904, is the company's 28th. It repeats the "old, old story" of continued success and financial solidity. The business has increased largely—the risks by \$2,051,789.77; assets by \$432,287; surplus by \$405,248.78; making it the largest company of its kind in the world. The financial statement is:

Assets, January 1, 1904, at market value	\$ 919,513.88
Liabilities, including losses in process of readjustment, reinsurance reserve, guarantee deposits to secure payment of assessments, etc.	418,301.53
Net cash surplus	\$ 501,212.35
Deposit notes subject to assessment (net value)	2,893,449.68
Surplus	\$ 3,812,963.56
Amount of insurance in force	30,971,640.83
Loss in 1903	387,309.83

MILL OWNERS' MUTUAL OF IOWA.

The twenty-ninth annual statement of the Mill Owners' Mutual Fire Insurance Company of Iowa, dated January 1, shows the following facts:

Insurance in force	\$4,828,000.00
Deposit notes (one annual premium) ..	192,369.08
Receipts, 1903	\$ 166,865.20
Expenditures	135,302.80
Losses, 1903	\$ 91,541.45
Assets	\$ 350,771.15
Liabilities	22,500.00
Surplus	\$ 328,277.15

GRAIN DEALERS' NATIONAL MUTUAL INSURANCE COMPANY.

This company has 872 policies in force on 761 separate properties, with an average liability of \$3,070 (maximum, \$5,000). The first year's work shows a record for low loss ratio and net cost to policy holders that has never been equaled: Expense ratio 25 per cent to stock companies, 38; loss ratio, 12 per cent to their 54. The financial statement shows:

Assets, including premium notes (net value), loans, cash, etc.	\$323,211.22
Liabilities	None.
Losses, 1903 (six)	\$ 8,207.33

MEXICAN CORN SUPERSTITIONS.

That eminent traveler, Carl Lumholtz, who has explored in a most unusual manner the Sierras of the states of Sonora, Chihuahua, Durango and Zacatecos, and revealed to the world many secrets of a nearly "Unknown Mexico," relates many interesting superstitions of the Mexican Indians, not the least interesting being those attached to maize.

"Among the Huichols," says Chas. de Kay's review of Carl Lumholtz's book, "the maize plant, which forms the staple of their food, is revered like a god. Sometimes the maize appears in the corn fields in the shape of a little girl whose voice is heard weeping for fear of the wild beasts—the squirrels, raccoons, coyotes and bears which eat corn. A Huichol out-Buddhists the Buddhist, for he will not step on a grain of corn, lest he crush the life in it. There is a separate god for each variety of maize, the red, yellow, white, black, and

mottled, and a separate word for each stage of the growing plant,—the first shoot, the plant when it has two leaves or three leaves, when the stalk shoots up, when the tassels appear, when the ear is green and when it is ripe for plucking.

"Such elaboration of religious ideas makes the legends of some of our Northern Indians regarding the corn plant recorded by Schoolcraft and others seem very meagre. It throws light on the strange multiplicity of agricultural gods discovered by Prof. Eduard Seler and other Indianologists in the sacred books of the old Indians of the Mexican plateau, of Chiapas and Yucatan."

FREE SEEDS AGAIN.

Representative Shephard of Texas "braves the lion in his den" by the introduction in the House of Representatives at Washington of the following joint resolution, requesting the Secretary of Agriculture to submit plans restoring original purpose of vegetable seed distribution, and suggesting other methods of expending the amount heretofore appropriated more effectively in the interest of the agricultural masses of the United States:

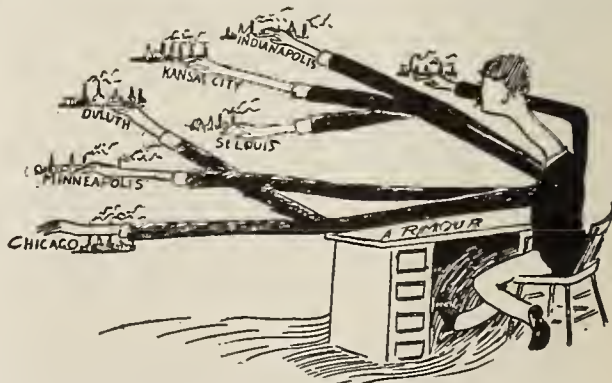
Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the present indiscriminate and inequitable distribution of vegetable seed by the Department of Agriculture be discontinued, and that the Secretary of Agriculture be requested to submit to Congress plans restoring the original purpose of the seed distribution, which contemplated the introduction of new varieties in various localities and the determination of their adaptability to the soil, but which has degenerated into an expensive and farcical allotment throughout the entire country, regardless of the character of the soils and industries of the respective communities and the occupations and pursuits of the people thereof, and suggesting other ways, such as soil surveys, good roads, exterminations of pests, encouragement of horticulture, establishment of experimental farms, cultivation of early maturing cotton seed, dissemination of valuable agricultural literature, and such other methods as may suggest themselves by which the large amount heretofore appropriated in the useless manner above described may be expended more logically and more effectively in the interest of the agricultural masses of the United States.

Mr. Shephard ought to realize by now that the "original purpose" of the seed distribution is rendered wholly obsolete by the existence of the agricultural experiment stations, and that the distribution should be totally abolished. However, his resolution is better than none, and may result in some good.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

- D. A. Roberts, Orland, Ind.
- D. J. Mapes, Meeker, Okla.
- Jas. McGrew, Kankakee, Ill.
- E. R. Taylor, Penn Yan, N. Y.
- C. E. Saunders, Government Experimental Farm, Ottawa, Ont.
- C. G. Hammond, president Huntley Mfg. Co., Silver Creek, N. Y.
- M. A. Carleton, U. S. Department of Agriculture, Washington, D. C.
- C. W. Parker, Minneapolis, Minn., representing Allis-Chalmers Co., Chicago.



Armour seems to have his hands on all the wheat in the country if reports are true. Is the house of Armour & Co. really long the wheat papers claim? If so, does it mean higher prices? Or do conditions warrant higher values, even if Armour & Co. haven't the millions on hand they are credited as having?—Zahm & Co. Circular.

HAY AND STRAW

E. Davies succeeds Davies & Boraem in the hay business at Reading, Mich.

Hay for cattle at the White Pass stage stations in the Klondike is said to be selling at 15 cents per pound.

Rupert Hutchinson, hay merchant of Upper Wicklow, N. B., has assigned for the benefit of his creditors.

The Holtorf & McGlaughlin Co. has been organized at Malmo, Nebr., to deal in hay. A warehouse is being built.

It has been announced that there would be no mid-winter meeting of the Michigan Hay Dealers' Association as there is no special business for consideration.

A hay warehouse 100 feet square, filled with hay at Midfield, Texas, was destroyed by fire on the night of December 24. It was owned by H. A. Shannon of San Antonio, Texas.

The Southern Pacific and its connections and the Santa Fe advanced east-bound freight rates January 1, from California points. The hay rates of 75 cents a hundred pounds to Chicago and \$1 to New York were increased.

The American Hay Co., of 116 Broad street, New York, has announced that on and after January 1 its main office will be located at its Townley, N. J., transfer. The offices at 33d street and 11th avenue, New York City, and Palmer's Dock, Brooklyn, N. Y., will be continued.

The yield of tame hay in the state of Iowa for the season of 1903 is estimated at 5,216,345 tons, valued at \$29,994,323. The average yield per acre was 1.9 tons. The yield of wild hay was 1,191,345 tons, valued at \$5,897,157, and the average per acre was 1.3 tons. The total Iowa hay crop for 1903 was nearly 900,000 tons in excess of the 13-year average.

The crop reporter of the department of agriculture shows that the hay crop is of more value than the whole wheat crop. According to the government estimate, the crop of 1903 was worth over \$556,000,000. This puts the hay crop in value ahead of the wheat crop and it exceeds the combined value of the crops of oats, barley, rye, buckwheat, flaxseed and white potatoes.

A report from Carson, Nev., says that large quantities of hay are being purchased in that state for shipment to San Francisco. It is stated that the purchasers are agents of the Russian government and that the destination of the hay is Port Arthur, Manchuria. These agents are securing all the available hay in Western Nevada and are paying \$15 per ton in the stack.

J. W. Sale of Bluffton, Ind., E. A. Dillenbeck of New York and S. T. Beveredge of Richmond, Va., have been appointed by President Dexter of the National Hay Association as a permanent cipher code committee to confer with the committee appointed by the Grain Dealers' National Association relative to the adoption of the hay and grain cipher code as the official code of the organization.

A recent report from Montreal, Que., comments on the Canadian hay situation as follows: "The outlook for hay at the moment is very discouraging, as the market has no support from either the United States or Great Britain, and as we have a large surplus to dispose of from last year's crop, the easier feeling previously reported has become more pronounced, and the market is unsettled and prices are very irregular.

At the recent annual election of the Kansas City Hay Dealers' Association the following officers were chosen: P. E. Drought, president; J. A. Stahl, vice-president; J. W. Lowe, secretary, and B. Sheldon, treasurer. The directors are, B. F. Tyler, J. D. Hamacher, W. W. Warren, J. M. Hail, B. Sheldon, E. R. Boynton and J. I. Huffine. F. W. Taylor, J. T. Woolsey and R. C. Bell are the arbitration committee. The new officers entered upon their duties December 15.

H. H. Freeman & Co., Chicago, Ill., in their market letter of Jan. 11, say: Arrivals to-day are very moderate and can advise of a brisk demand prevailing, all arrivals selling promptly and at unchanged prices. The stocks in dealers' hands have been so materially reduced that a large quantity of hay can be received here and placed to advantage, and we would urge you to let your shipments come in quickly. Timothy—Wanted and selling readily; top grades in light supply. Choice, \$12.00 to \$12.50; No. 1, \$11.00 to \$11.50; No. 2, \$10.50 to \$9.50; No. 3 or mixed, \$8.50 to \$9.50. Prairie—Not so much arriving. Good Kansas hay wanted, favorable prices prevailing for it. Nebraska and Iowa hay quiet and unchanged. Choice Kansas, Missouri, Indian Terri-

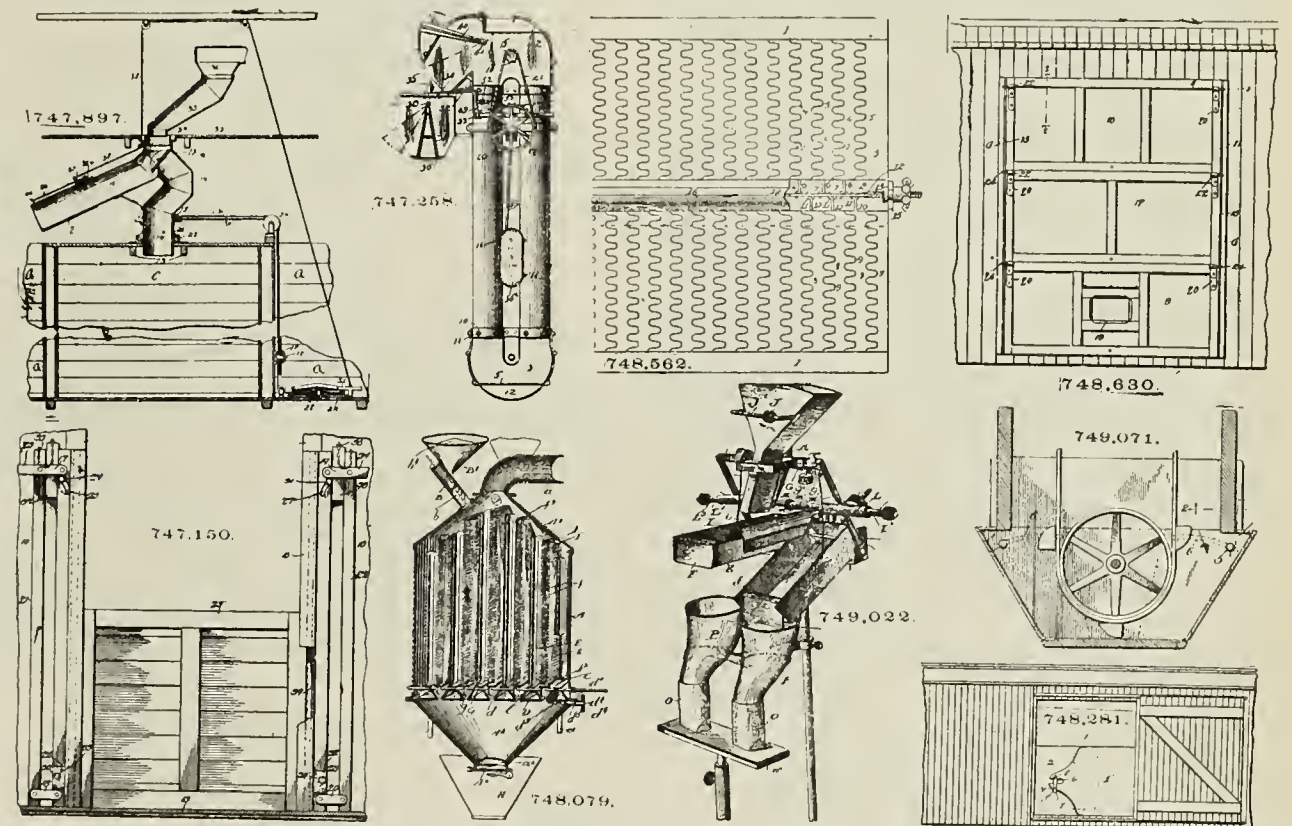
tory, \$11.00; No. 1, \$10.00 to \$10.50; choice Iowa, Minnesota, Nebraska, \$10.00; No. 1, \$8.00 to \$9.00. Choice Illinois, Indiana, Wisconsin, \$7.50 to \$8.00; No. 4, \$6.50 to \$7.50. Straw—All kinds and grades much wanted and selling to advantage on arrival. We urge you to make special efforts to ship at once. Choice rye, \$9.00; good rye, \$8.50; wheat and oat, \$7. Outlook is bright for the maintenance of a firm, active market, and while such conditions exist you should take advantage of them. Hurry forward all the good hay you can; don't wait, as later markets will not be so high.

T. D. Randall & Co., Chicago, report Jan. 12: Total receipts of hay and straw to-day, 31 cars. An especially good demand for choice Timothy at \$12.50 to \$13.50; No. 1, \$11.00 to \$12.00; No. 2, \$9.50 to \$10.50; No. 1 clover mixed, \$8.50 to \$9.50. Clover hay market just a little quiet, while the receipts of prairie are extremely light we are unable to advance prices. No. 1 to choice selling \$9.50 to \$11.00; No. 3 and No. 2, \$7.00 to \$8.50. Good inquiry for packing hay, \$6.00 to \$7.00. Tangled rye straw, \$8.00 to \$9.50. Good inquiry for oat or wheat straw, \$6.50 to \$7.50. Advice of shipment of everything very light, which means that we should have a firm, steady market for the balance of the month.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks according to the Daily Trade Bulletin, were as follows:

During the week ending December 19, quotations at the close ranged as follows: Choice timothy,



FLAXSEED

Imports of flaxseed for the month of November were 112 bushels, valued at \$89. The total imports of flaxseed for the eleven months ending with November were 13,501 bushels, valued at \$19,222, as compared with 501,278 bushels, valued at \$736,386, for the corresponding period ending with the preceding November.

During the month of November 17,508 bushels of flaxseed, valued at \$20,960, were exported as compared with 1,293,094 bushels, valued at \$1,838,998, for the preceding November. For the eleven months ending with November 1,024,521 bushels of flaxseed, valued at \$1,182,931, were exported, as compared with 3,392,200 bushels, valued at \$4,794,053, for the corresponding eleven months ending with the preceding November.

The Duluth Herald of January 1, in regard to the flax situation in North Dakota, says that North Dakota land owners and farm operators, who have been here lately, look on flax in that state as having seen its best days, at least for the present. The crop of 1903 was raised at an actual loss to farmers, and it has been figured out that net returns per 160-acre farm, if in flax, would have been less than \$500. North Dakota is the great flax state of the Union, half the crop of the United States having been raised in that state. If weather conditions are normal for other crops, say Dakotans, the acreage seeded will decline 75 per cent. Farmers are not only selling their crop of flax, but their seed also, and express themselves as disgusted with the business and declare their lands "flax-sick." The acreage abandoned by flax seeding will be put into wheat and barley, largely the latter. Barley is coming more and more into prominence as an important crop in the Northwest.

Of the world's flax movement, a recent issue of the Paint, Oil and Drug Review in part says: "On December 1 of this year there were in store at Duluth and Minneapolis about 5,500,000 bushels of flaxseed. Receipts at these points have been much reduced since the first week in December, but they are now largely in excess of shipments. The stocks of seed on hand in the Northwest are very much heavier this year than in any year previous, probably fully twice as large. This fact shows that the movement of flaxseed this year has been uncommonly heavy. It is well known that eastern crushers have been very active this fall in drawing on Northwestern stocks for lake shipment. The fact is, they have taken about 9,000,000 bushels, which is nearly 2,000,000 bushels more than they took last year to the close of navigation. A large part of this Eastern movement was in October and November, and it continued strong up to the very last days of the marine insurance period. The large movement of flaxseed in this country has its counterpart in a similar movement from the Argentine and India to Europe. The imports into London since January 1, 1903, have been 641,652 quarters, against 610,454 quarters for the corresponding time last year; and there is now afloat for United Kingdom ports 243,000 quarters, as compared with 62,000 last year at this time and 93,000 in 1901."

SALES OF CORN SHELLERS AND CLEANERS

During the month of November and December the Barnard & Leas Manufacturing Co. of Moline, Ill., received orders for corn shellers and cleaners from the following: November—Burrell Engineering & Construction Co., Chicago, Ill.; Allis-Chalmers Co., Chicago, Ill.; Norwalk Mill & Grain Co., Norwalk, Wis.; W. N. Rogers, McCook, Nebr.; G. M. Gwynn, Essex, Ia.; Hagerty Bros., Peoria, Ill.; B. F. Gump Co., Chicago, Ill.; Bartlett, Kuhn & Co., Terre Haute, Ind.; Haniel Clark & Co., Union City, Pa.; J. T. Curl, Liberal, Mo.; E. R. Ulrich & Son, Springfield, Ill.; Weller Mfg. Co., Chicago, Ill. December—J. L. Ong, Laclede, Mo.; K. C. Cummings, Prairie Grove, Ark.; A. Van Camp, Decatur, Ind.; Albert Mademan, Stockton, Minn.; J. G. Sharp, Arion, Ia.; Great Western Mfg. Co., Leavenworth, Kans.; M. Senn, Lasita, Kans.; H. Stanley Mill Furnishing Co., St. Louis, Mo.; Dubuque Turbine and Roller Mill Co., Dubuque, Ia.; R. L. Bond, Oaktown, Ind.; W. P. Adams, Odebolt, Ia.; Midland Elevator Co., Kansas City, Mo.; H. W. Caldwell & Son Co., Chicago, Ill.; Forbes Bros., North Topeka, Kans.; J. A. Campbell & Son, Lincoln, Nebr.; George Bingham, Wamego, Kans.; Sprout, Waldron & Co., Muncy, Pa.

The 700 messenger boys and 200 settling clerks of the Chicago Board of Trade received as a Christmas present two weeks' to a month's salary from their respective employers. In addition to these, perhaps 2,000 other clerks connected with the Board of Trade were otherwise remembered substantially at that time.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

BUSINESS CHANCE.

An opportunity that will bear investigating by any man who has a desire to go into a new, rich and fertile country in the milling and warehouse business and grow up with the country. I would like to meet or correspond with such a man. I mean business and can show good inducements to a reliable man with \$3,000 or \$4,000. References exchanged. Address

V. A. BILLION, 450 East Oak St., Portland, Ore.

ELEVATORS WANTED

WANTED TO RENT.

Good elevator in good grain district. Address
S. E. WATERS, Miamisburg, Ohio.

WANTED.

Elevator wanted, situated in a good locality with a good trade, in exchange for a farm of 220 acres in Ashland County, O. For particulars, address
E. F. SHELLEY, Loudonville, Ohio.

MILLS AND ELEVATORS WANTED.

Mills and elevators wanted in exchange for farms and ranches. If you want to sell or exchange, list with me. Give full description in first letter.

J. M. DAVIS, Room 508, Commerce Bldg., Kansas City, Mo.

MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

BETTER YOUR CONDITION.

I sold an Ohio grain man an elevator in Central Illinois November 1. Up to January 1 he had shipped more grain than he had shipped in one year in Ohio and added that could he have secured cars enough, he would have exceeded his last two years' business; besides his coal trade had paid all expenses. Write me if you want to better your condition.

C. A. BURKS, Grain and Elevator Broker, Decatur, Ill.

SITUATIONS WANTED

SITUATION WANTED.

An experienced grain buyer is open for an engagement. At present employed and during the past year have bought 400,000 bushels of corn and oats. Any firm that desires a reliable man and is willing to pay a salary commensurate with the work done should address

ILLINOIS, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

GRAIN WANTED

GRAIN WANTED.

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[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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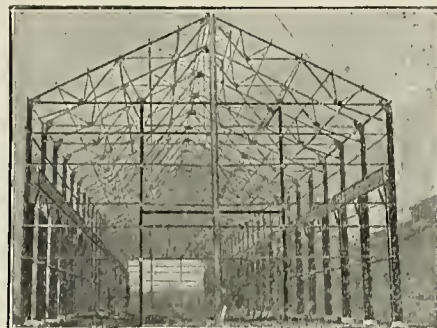
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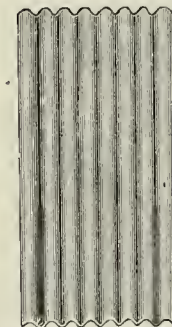
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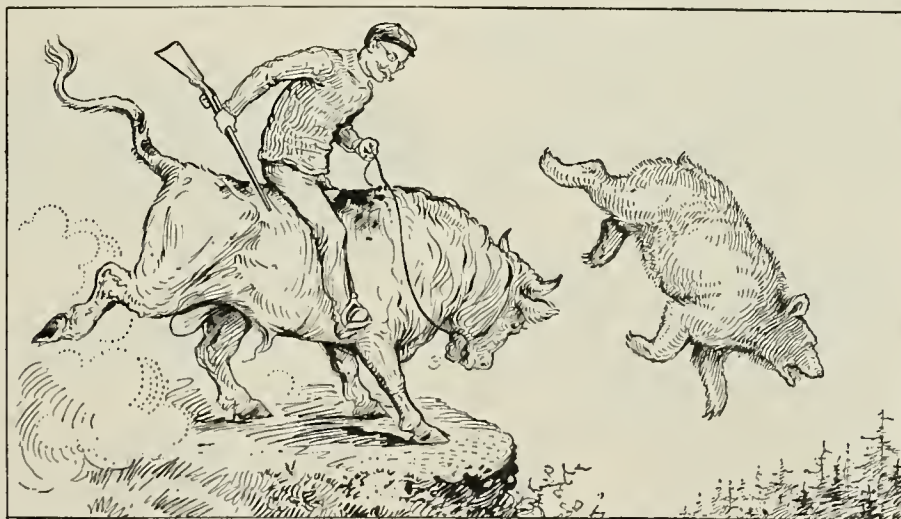
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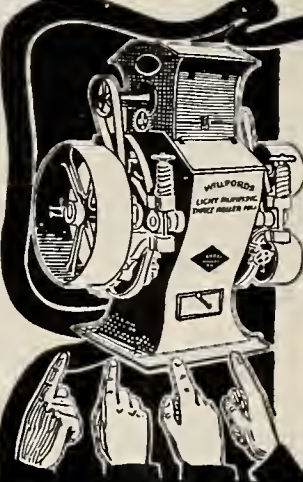
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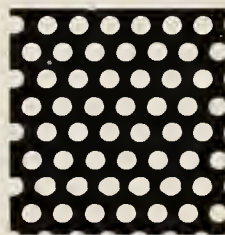
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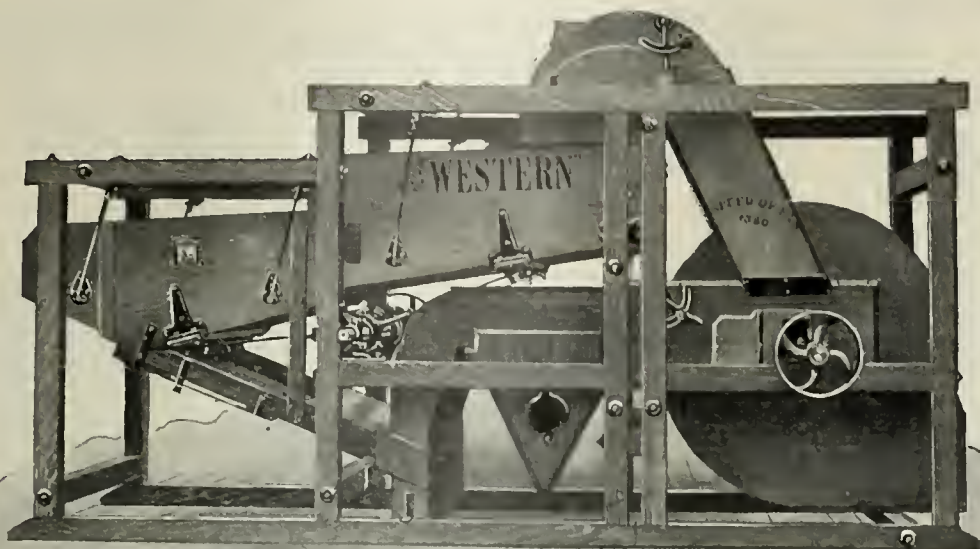
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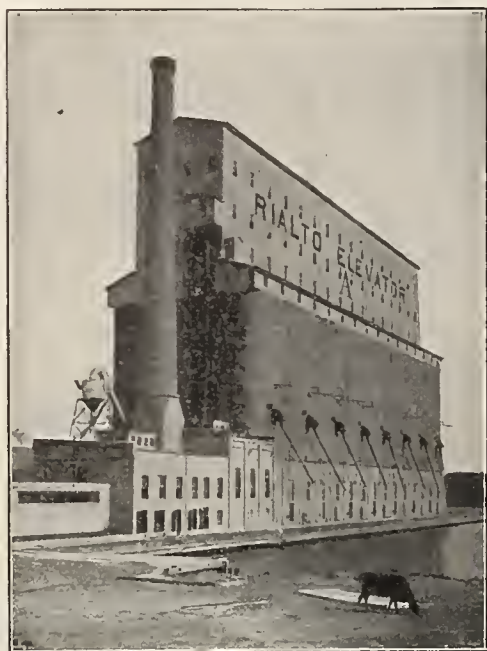
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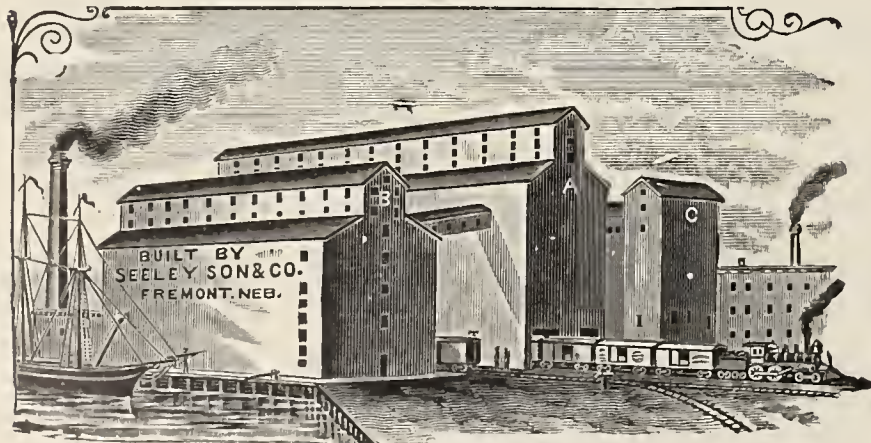
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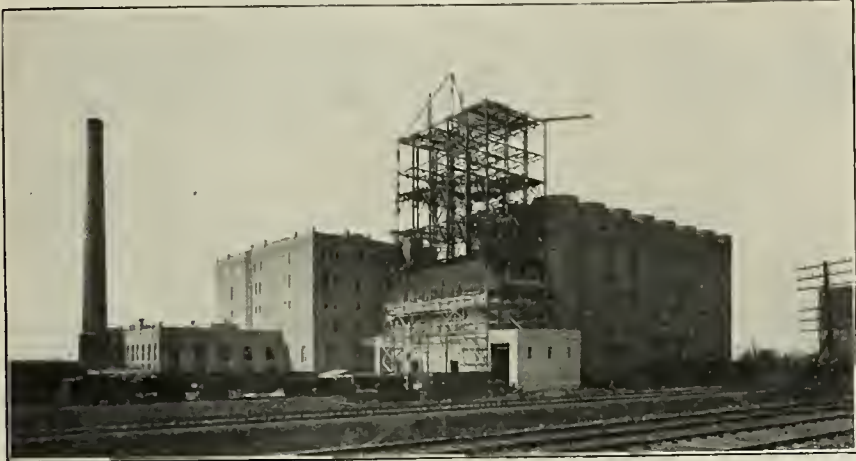
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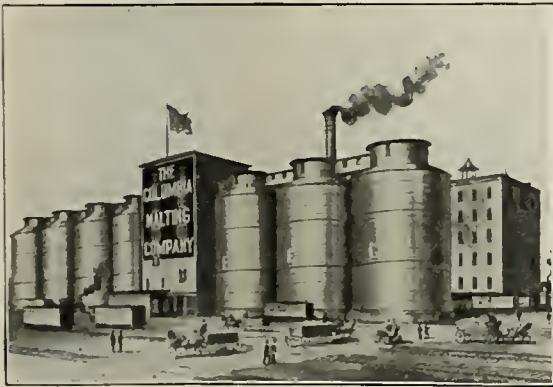
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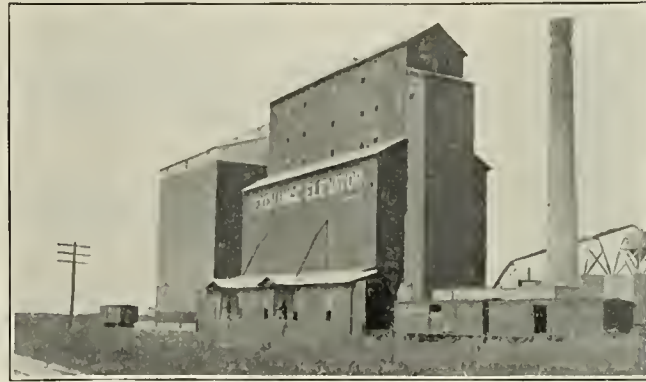
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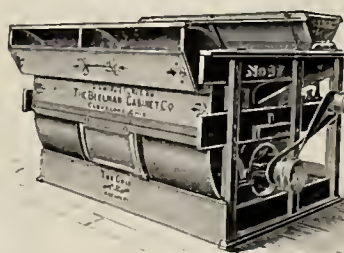
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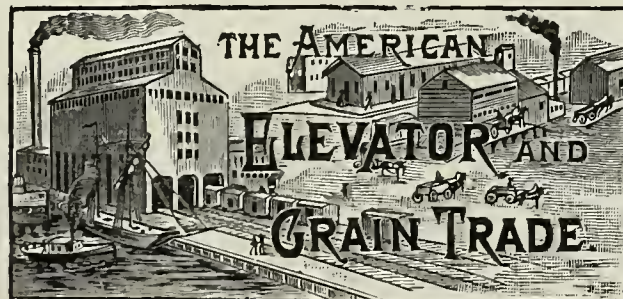
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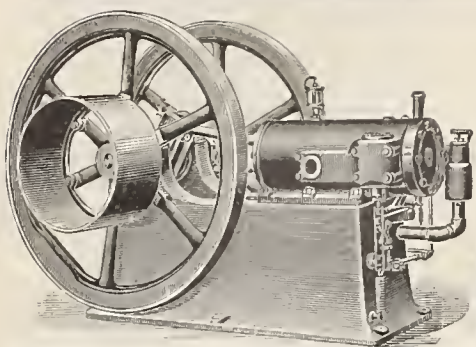
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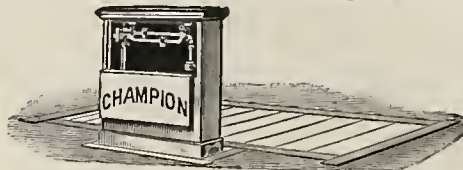
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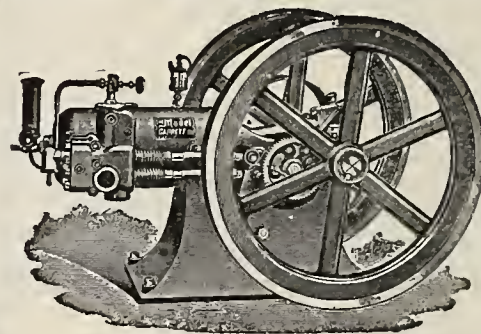
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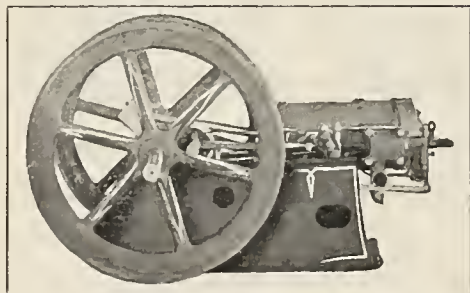
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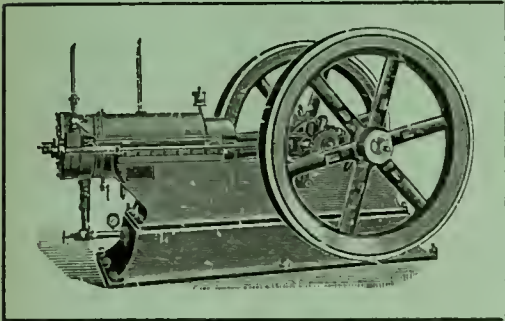
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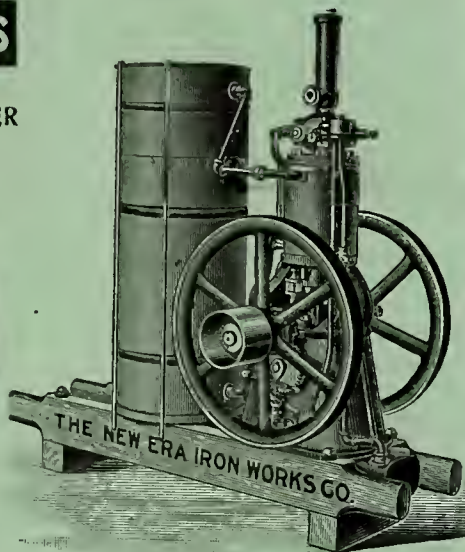
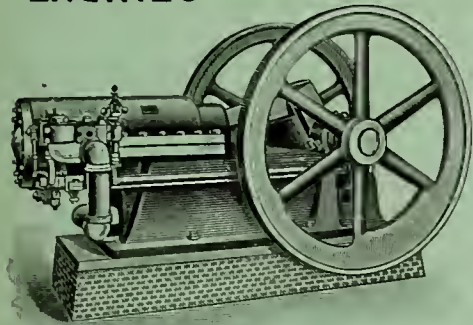
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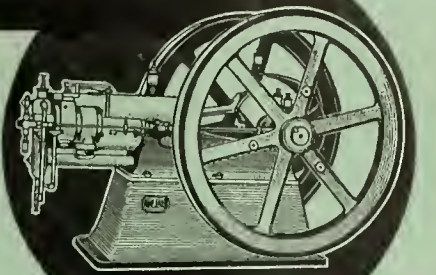
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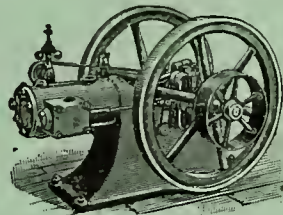
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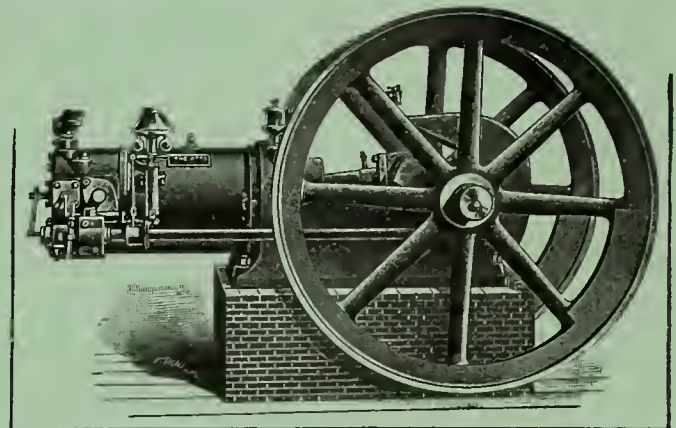
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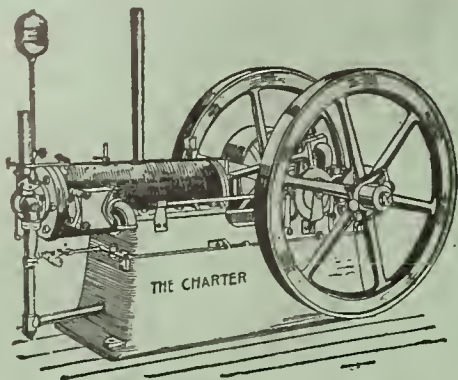
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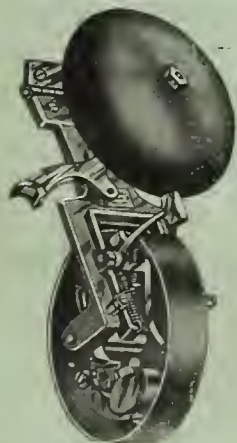
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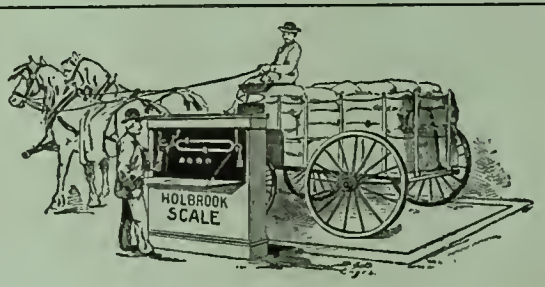
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